

Scale AVIATION Modeller International

1/72
FIRST LOOK
Canberra
PR.9 Test-shot Built!

Angel Interceptor

The J 35 Draken



INSIDE

Modellers Profile 13
J 35 Draken

in association with **Hobbylink**
Japan

Previewed
1/72 Starlifter

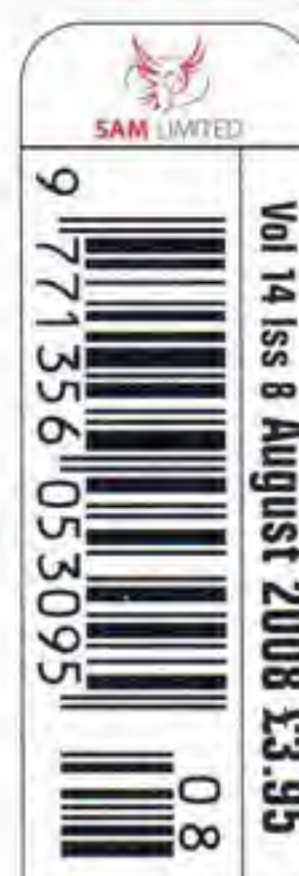
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Mosonmagyaróvár

Scaling Down
Hawker Hunter

- Petlyakov Pe-8
- P-47M Thunderbolt
- Gannet AEW
- Cody Flyer



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Cover illustration by John Fox

On the Road Part Three

Fun in the Sun at Duxford

EDITORIAL

I appreciate this editorial is rapidly degenerating into an ongoing saga of idle overpaid magazine hacks cruising round the country at the company's expense, but as it has been a busy summer, and as the show circuit is supremely interesting, and especially as we have another major show report in the body of the magazine, here, again, is an editorial based on a day in the sun at Duxford, courtesy of the MAFVA Nationals.

Yes I know MAFVA is all about tanks and trucks, and this is anathema to some of our readers, but as we have a



Tea time again. MAFVA's Paul Middleton with AFV Club kits and sandwich



Trumpeter's beautiful 1/32 Avenger. Oh for space, time, and the skills to exploit them!

Man – sorry *Group Editor* – along as back-up...

Firstly, congratulations to MAFVA on a cracking show, and thanks for the invitation. The model show was a great display, with plenty of interest for

modellers of all disciplines, and the Editor was pleased to note that among all the many excellent models present there was at least one Blackburn Blackburn, as well as some 1/144 models finished very nicely. Only once in



SAMI's Mr. David Francis was actually building this on the Milton Keynes stand in order to have it ready for this issue...



A tidy looking Scorpion. Plenty of aircraft on display – so don't be put off because it's a MAFVA event

new Military title launching this month – wrought in the image of our own SAMI, only with wheels instead of wings – the Duxford do was a matter of supreme relevance to the company, and as *Scale Military Modeller International* Editor Mr. Andy Evans had a prior engagement, your Editor, who is not averse to the occasional panzer, volunteered to go in his stead and fly the flag, taking the Old



Browsing for books in gallant company



This is the 1/32 Montex kit – and you thought they just made masking tape!



The Editor's new Holy Grail – this is the 1/72 Contrail Blackburn Blackburn. He will not be content now until he has one in 1/48



The book fair was impressive, with plenty of bargains as well as rare and collectors' titles



These things are popping up everywhere now! Xtrakit's PR.9 – possibly the most frequently built kit so far this year?



Cammett Ltd's next big release! Look out for a feature on this one



Some would regard this contraption as sublimely relevant to an aviation magazine



Group Editor Neil Robinson – 'the cat in the hat'

his life has he seen a finished example of the Contrail kit, and he was most moved.

A large proportion of our recent feature articles were present courtesy of the very busy Milton Keynes Scale Model Club, and MAFVA's Mobile Tea Truck kept us all refreshed and revitalised out the back of the tent with a continuous supply of tea and cake – in fact this will be one of my enduring pleasurable memories of this summer; sitting in the sun with a cup of tea and a pile of fresh purchases listening to the roar of tank engines from the adjacent historical vehicle show, and watching Spitfires climb and turn overhead. There was a fellowship and easy camaraderie present that was worth the trip all by itself.



It's that Hun again! Looking even better in the flesh than on the page

Admission to the Duxford site that Sunday got you the run of all the hangars and aircraft collections, plenty of live fighter action overhead, the MAFVA model show, a field full of historical vehicles, and full size tanks going through their paces on the demonstration ground, as well as a military book fair under the wings of some of the most impressive specimens in the American hall. If you didn't come this year, then you missed out. See you there next time. ■

Gary Hatcher
Editor, SAMI



Fascinating! The Editor was able to note with some chagrin how little relation his own model of the Storch bears to the real thing once he gets up close to one

'The strongest link...'

HobbyLink JAPAN

This month sees the second of the new-look *Modellers Profiles* in association with HobbyLink Japan. This month's profile is devoted to the Saab J 35 Draken.

The *Modellers Profile* is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles

are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.



HobbyLink
Japan

If you are one of those fortunates who have just purchased this magazine from the SAM Publications stand at the US Nationals in Virginia Beach, then we would just like to take this opportunity to say hello, and invite you to come back for a chat over the stand anytime this week. It seems likely that there will be an editorial presence this year, and while the custom in the UK is for disgruntled readers to hurl buns, or other baked goods, at those who cause offence in print, it needs to be borne in mind that some of the sales staff present will not be responsible for editorial content, so please make sure of your target before letting fly.

Not, of course, that we are aware of any reason on Earth why offence may have been given, we just want to make sure that all readers are aware that we hold Mr. Neil Robinson responsible, as Group Editor, for absolutely everything, and consequently if you do elect to hurl refuse, the man you are looking for is he.

Looking at the enormous pile of kit releases this month, we can only salivate at the thought of what manufacturers are holding back to surprise us with at the convention. The IPMS USA website has dropped some hints, and all things considered it looks like the show is going to be another winner.

If we don't see you there, then here, with a taste of what's happening at the moment, and what we can expect a little further down the line, is the News. ■

Top Cats

EDUARD

Eduard have indeed finished the first half of 2008 on a high, with the Royal Class Bf 110 – various aspects of which we will be featuring in future issues. The kit was in and out of the office so fast it never touched the ground, and is being built in various quarters even as we speak.

Next up from Eduard is the eagerly anticipated Royal Navy Hellcat Dual Combo kit. The release features parts for the Hellcat Mk I (F6F-3) and the Hellcat Mk II (F6F-5), with markings encompassing six aircraft. Four sheets of



photo-etch, two for each version, are provided. Markings are included for:

- Hellcat Mk I JV132, Lt. Blythe Ritchie, 800 Sqn FAA, *HMS Emperor*, May 1944
- Hellcat Mk I JV131, 800 Sqn FAA, *HMS Emperor*, June 1944
- Hellcat Mk I FN430, 1844 Sqn FAA, P/O Hannay, *HMS Indomitable*, 1944
- Hellcat Mk II JX814, 1844 Sqn FAA, Sub-Lieutenant W.M.C. Foster, *HMS Indomitable*, Okinawa, April 1945



- Hellcat Mk II JZ796, 808 Sqn FAA, Sub-Lieutenant Oscar Lorenzo, *HMS Khedive* and *HMS Trincomalee*, Ceylon, 1945
- Hellcat Mk II JZ935, 1839 Sqn FAA,



HMS Indomitable, Sub-Lieutenant T.B. Speak, April 1945

Two Weekend Edition kits are being released together with the Hellcat. The Fokker D.VII F will offer the only known marking without the lozenge surface, that flown by Herman Göring, while the Yak-3 offers a very colorful set of markings for one aircraft.



Besides the previously announced Fokker Dr.I Dual Combo, August will also see another new 1/48 Fw 190 kit, this time the Fw 190F-8. Revisions to this edition include two large frames with new wings and a rich assortment of stores, including various bombs, weapon containers, rockets such as *Panzerschreck* and *Panzerblitz*, and fuel tanks. On with the Dora soon chaps?

The third August kit will be the Sopwith Camel in the Weekend edition. All of these kits are due to be introduced at the IPMS Nationals in Virginia Beach. ■

Mercator Creator

NOSTALGIC PLASTIC

US manufacturers and importers Nostalgic Plastic have a treat in store in the shape of a 1/72 resin kit of the Martin P4M Mercator



(#72002/US\$160). For the benefit of those (like us) uninformed, missions were flown on the type from the Philippines, and later Japan, by Fleet Air Reconnaissance Squadron One (VQ-1) along the Chinese borders and eastern Russian coasts, and were of a highly secret nature; the aircraft masquerading as regular P2V Neptunes in radio

communications. One Mercator was shot down by Chinese fighters in 1956, while another was attacked by two fighters in 1959 but escaped with injury to one crewman. The aircraft were also operated out of Morocco by VQ-2, where one aircraft was intercepted near Ukrainian airspace by Soviet MiGs. It escaped by flying under jet power but ran out of fuel and crashed into the Mediterranean Sea with the loss of all crew. Final withdrawal from service was in 1960, and all of the remaining P4Ms were scrapped. ■



More Crossovers

TAMIYA

Bent on educating the aircraft modeller in the ways of wheels and tracks, Tamiya's latest 'combo' is a 1/48 F-117A Nighthawk w/US Modern 4x4 Utility Vehicle (#89773/ETBC). That's a HUMVEE we presume. The F-117A will be the kit we know and love. The vehicle features roof-mounted M60 machine gun and rubber tyres, and comes with three types of markings to depict vehicles serving during the Gulf War. ■

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw July 2008

Mr Loffil, UK – Kit

Mr James, UK – Kit

Mr Muller, Switzerland – Kit

Entry to the monthly prize draw is FREE to all subscribers.

Gannet Landing

REVELL

July releases scheduled from Revell include the Airbus A380 with visible interior (#04259/£29.99) in 1/144, the Dornier Do 28D-2 (#04193/£4.99) in



1/72 – presumably the Matchbox kit – the new-tool Fairey Gannet AS Mk 4 (#04397/£8.99), which will be familiar to readers of these pages, and the Bell 206 Jet Ranger in 1/32 (#04479/£13.99). ■

Big Jets

RVHP

They keep pushing these things out by the handful! Here are the latest from RVHP:

- #2217 1/72 Embraer ERJ-145 LR Alitalia £112.99
- #2219 1/72 Embraer ERJ-145 EU Flybe £112.99
- #2220 1/72 Embraer ERJ-145 LU United Express £112.99
- #2222 1/72 Embraer ERJ-145 EP Eastern Airways £112.99

Splendid and impressive they are too. Where are the 1/48 HU-16s though? ■

EMBRAER ERJ-145 LU
 DECALS FOR UNITED EXPRESS PLANE

POLYURETHANE RESIN KIT WITH CLEAR RESIN FUSELAGE WINDOWS AND WHITE METAL UNDERCARRIAGE PARTS
 KIT NO 72220 MADE IN CZECH REPUBLIC SCALE 1/72

EMBRAER ERJ-145 LR
 DECALS FOR ALITALIA EXPRESS I-EXMI PLANE

POLYURETHANE RESIN KIT WITH CLEAR RESIN FUSELAGE WINDOWS AND WHITE METAL UNDERCARRIAGE PARTS
 KIT NO 72217 MADE IN CZECH REPUBLIC SCALE 1/72

EMBRAER ERJ-145 EU
 DECALS FOR FLYBE - BRITISH EUROPEAN PLANE

POLYURETHANE RESIN KIT WITH CLEAR RESIN FUSELAGE WINDOWS AND WHITE METAL UNDERCARRIAGE PARTS
 KIT NO 72219 MADE IN CZECH REPUBLIC SCALE 1/72

EMBRAER ERJ-145 EP
 DECALS FOR EASTERN AIRWAYS PLANE

POLYURETHANE RESIN KIT WITH CLEAR RESIN FUSELAGE WINDOWS AND WHITE METAL UNDERCARRIAGE PARTS
 KIT NO 72222 MADE IN CZECH REPUBLIC SCALE 1/72

LaGG not Behind

ICM

ICM advise us that the next two new releases in 1/48 will be the Bf 109F-4/B, and the LaGG-3 series 1-4. Both kits are injection moulded plastic. UK



importer is Creative Models, and just in case you were wondering – as we were – about that exquisite Kfz.2 you are planning on sitting next to your 1/32 Messerschmitts. It's due at the end of the year. ■

At a Glance

It's always nice to see a particularly busy month on the modelling scene, and with huge broadsides from Dujin, Hasegawa, and the Glencoe reissues there is much to be getting on with! Dujin in particular seem to have been busy, as on top of the items listed below, some thirty or so additional new releases have arrived at the office for preview just too late for this issue – so look forward to a fascinating Previews section next month! Dujin's prodigious output have something for everyone, and while they are not the sort of kits you are likely to line up with Modeldecals ten at a time, each one has the potential to fill a very special hole in a collection, and as such they warrant very serious consideration. Possibly the most exciting release this month on top of these must be the 1/48 Trumpeter Skytrain, and this – coupled with Hannants' 'buy one get one free' deal with their Xtrakits Meteor F.8 – make for a couple of very excellent deals.

				
				
<p>Gloster Gauntlet Mk II</p>				
				
<p>Tupolov Tu-126</p>				
				
<p>Er-2 ON</p>				
				
<p>RAKETA KS-1/KRM</p>				
				
<p>Gloster Gauntlet Mk II</p>				
A Model	#01772	1/72	Tupolov Tu-126	£172.70
A Model	#72110	1/72	Er-2 ON	£19.99
A Model	#72178	1/72	RAKETA KS-1/KRM	£8.25
Aeroclub	#45348	1/48	Gloster Gauntlet Mk II	£26.50
				
				
<p>HAWKER SEA FURY FB.11</p>				
				
<p>GLOSTER METEOR F.8</p>				
				
<p>Brewster F2A-1 Buffalo</p>				
Airfix	#02045	1/72	Hawker Sea Fury FB.11	£4.99
Airfix	#03076	1/72	Gloster Meteor F.8	£6.99
Airfix	#50056	1/72	The Duxford Collection	£19.99
Anigrand Craftwork	#7280	1/72	Fairchild T-46 Eaglet	£27.65
Classic Airframe	#4100	1/48	Brewster F2A-1 Buffalo	£24.99
Classic Airframe	#4101	1/48	Brewster 239 Buffalo	£24.99






Dujin	#72266	1/72	Marcel Besson MB.410	£22.99
Dujin	#72267	1/72	Marcel Besson MB.411 Royal Navy	£24.60
Dujin	#72268	1/72	Caudron C.366	£24.25
Dujin	#72269	1/72	Caudron C.560	£24.25
Dujin	#72271	1/72	Lorraine-Hanriot LH 41	£26.75
Dujin	#72272	1/72	Lorraine-Hanriot LH 41 Cup 1930	£26.75
Dujin	#72273	1/72	Lorraine-Hanriot LH 41/2	£26.25

				
Dujin	#72274	1/72	Socata TMB 700C2	£30.30
Dujin	#72275	1/72	Socata TBM 850	£30.30
Dujin	#72276	1/72	Caudron C.860	£28.30
Dujin	#72278	1/72	Saab 202	£28.30
Dujin	#C7246	1/72	Fournier RF 9	£25.25
Dujin	#C7248	1/72	Aeromot AMT 100 Ximango	£25.25
Dujin	#C7249	1/72	Aeromot AMT 200 Super Xima	£25.25
Dujin	#C7250	1/72	Aeromot AMT 200S/TG 14	£25.25
Dujin	#72050	1/72	Slingsby type 7 Cadet Mk 1	£13.95
Dujin	#72054	1/72	Kaiser Ka.1	£15.40
Dujin	#72055	1/72	Kaiser Ka.3	£15.40

				
Eduard	#0005	1/48	Messerschmitt Bf 110 Royal Class	£94.99
Eduard Weekend	#8471	1/48	Airacobra P-400	£10.25

				
Glencoe	#5101	1/48	Albatross D.III	£11.99
Glencoe	#5102	1/48	Albatross D.III Austro-Hungarian	£11.99
continued...				

continued...

NEW IN AUGUST

...continued

Glencoe	#5107	1/48	D.H.Venom FB.4	£11.99
Glencoe	#5501	1/96	Vickers Viscount Capitol Airlines	£11.99
Glencoe	#5502	1/126	Convair CV880 TWA	£11.99
Glencoe	#6101	1/81	Curtiss Condor	£12.99
Glencoe	#6501	1/96	Vickers Viscount Air France & North	£12.99
Glencoe	#6502	1/330	US Navy Blimp	£15.99



Hasegawa	#00875	1/72	TF-104G Starfighter JBG31 Boelcke	£11.99
Hasegawa	#00879	1/72	F-4J Phantom II VF-102 Diamondbacks	£17.99
Hasegawa	#00895	1/72	F-4E Phantom II Indiana ANG Special	£19.99
Hasegawa	#00896	1/72	Mil-24 Hind Hungarian Air Force Special	£16.99
Hasegawa	#00899	1/72	F-6C Fighting Falcon Texas ANG	£19.99
Hasegawa	#00901	1/72	Lockheed UP-3C Orion with Airboss JMSDF	£39.99
Hasegawa	#00902	1/72	Sikorsky SH-60B Seahawk HSL-51 Warlords	£13.99
Hasegawa	#00903	1/72	A-10A Thunderbolt II OSAN	£16.99
Hasegawa	#00904	1/72	MiG-21F-13 & MiG-17PF Combo	£13.99
Hasegawa	#00905	1/72	Sukhoi Su-27 Flanker New Russian Knights	£24.99
Hasegawa	#08183	1/32	Focke Wulf Fw 190F-8	£29.99
Hasegawa	#09792	1/48	F-16A Fighting Falcon US Navy NSAWC	£14.99
Hasegawa	#09796	1/48	Mitsubishi F-1B Sqn	£24.99
Hasegawa	#09798	1/48	Focke Wulf Fw 190A-5	£19.99
Hasegawa	#09799	1/48	F/A-18C Hornet VFA-192 Golden Hornets	£39.99
Hasegawa	#09800	1/48	Mitsubishi A6M2b Zero Type 21	£16.99
Hasegawa	#09801	1/48	Douglas A-4E/F Skyhawk VC-1	£19.99
Hasegawa	#09802	1/48	F/A-18F Super Hornet VFA-102 Diamondbacks	£39.99
Hasegawa	#09804	1/48	Messerschmitt Bf 109F-4 Trop JG 27	£16.99
Hasegawa	#ST029	1/32	Curtiss P-40E Warhawk	£31.99



Hippo Models	#701	1/72	Drachen German WWI observation balloon	£84.80
Karaya	#72026	1/72	Gloster IIB	£25.50
Mach 2	#7246	1/72	Vickers Viscount 700	£46.50
Monogram	#5615	1/48	AC-47 Vietnam Gunship	£24.50



Omega Models	#72202	1/72	Hurricane Mk IV Indochina, Yugoslavia	£35.40
Omega Models	#72203	1/72	Hurricane Mk IID Indochina, Russia	£35.40
Revell	#04335	1/72	Blohm und Voss BV P194	£7.99
Revell	#04341	1/72	Messerschmitt Bf 110E-1	£5.50
Revell	#04610	1/48	Rafale B/C	£19.99
Revell	#06712		Minikit Tornado Desert Storm	£1.25
Revell	#06713		Minikit MiG-29 Desert Storm	£1.25
Revell	#06714		Minikit F-15 Eagle Kfor	£1.25
Smer	#819	1/50	Avia BH.II	£4.30
Tamiya	#61102	1/48	F-16C (Block 32/52) Thunderbirds	£29.99



Trumpeter	#01618	1/72	F-105G Thunderchief	£15.99
Trumpeter	#01624	1/72	Sukhoi Su-15 Flagon A	£15.99
Trumpeter	#02261	1/32	Messerschmitt Me 262A-1 Clear Edition	£47.50
Trumpeter	#02275	1/32	NA P-51D Mustang IV	£45.00
Trumpeter	#02828	1/48	Douglas C-47A Skytrain	£64.99
Trumpeter	#02831	1/48	MiG-3 Late	£12.99
Xtrakit	#72201	1/72	Gloster Meteor F Mk 8	£11.99

Space Walks

ANIGRAND

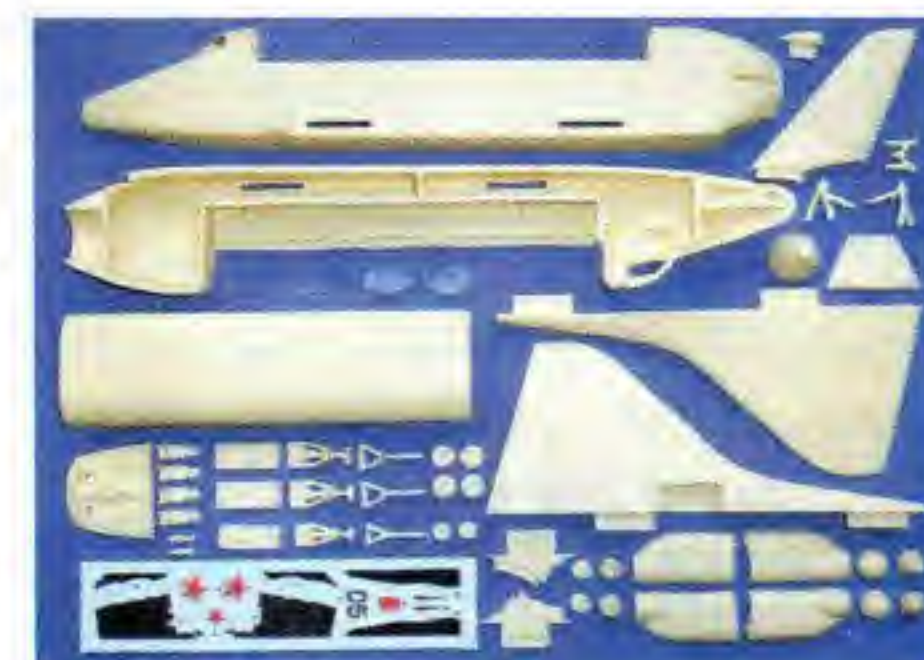
Another busy month from Anigrand, who seem set to continue issuing unfeasibly large kits on a monthly basis. Lots of news to report, starting with the arrival of the 1/144 Salyut Polyus (#5005/US\$48.00) and Molniya Buran OK-92 (#5003/US\$68) kits, which although really belonging beyond the final frontier, are of interest to the Cold War modeller as the system was designed to be capable of delivering nuclear warheads from orbit to any point in the US in six minutes, as opposed to cruising to a galaxy far, far away. The Buran OK-92 project was created at the beginning of the 1970s to counter the American space shuttle, with the Soviet



military planning to use it for a pre-emptive nuclear strike on the USA.

If all this is a little too sci-fi for some purists then relax, as a real beauty in 1/72 is also on its way:

The Consolidated B-32 Dominator (#2083/US\$118) comprises fifty-seven resin parts, a clear-cast canopy and spans out at 571mm x 347mm. It's an impressive looking model of a very



attractive piece of machinery, and if the transparency we saw in the C-141 recently is anything to go by, Anigrand are really getting a handle on casting clear resin.

For those in need of a quick fix of aviation history, Anigrand tell us that in 1939 the USAAF issued a requirement for a super bomber capable of operating at high speed, with a longer range, bigger payload and more defensive armament than the existing B-17 and B-24. In 1940, the Army issued contracts for a preliminary design to four major aircraft companies, which were designated Boeing XB-29, Lockheed XB-30, Douglas XB-31, and Consolidated XB-32. The XB-29 was chosen as the winner, and the XB-32 was ordered as an insurance against its failure. The first XB-32 finally made its maiden flight on September 1942. Development problems continued until the third XB-32 was fitted with a single vertical tail in early 1944, and the first combat mission took place as a strike against a Japanese supply depot on May 1945. ■

New Editions

HASEGAWA

Latest editions from the rolling Hasegawa stable are as follows:

- 08185 1/32 Kawasaki Ki-61-I Hien (Tony) 244th Flight Regiment
- 09817 1/48 J 35Ö Draken Austrian Special
- 09818 1/48 Focke Wulf Fw 190A-4 Graf
- 09819 1/48 Mitsubishi T-2 Early Version
- 09820 1/48 Arado Ar 234B-2/N Nachtigall with Naxos radar
- 00909 1/72 F/A-18C Hornet Chippy Ho History (Three kits in one box)
- 00911 1/72 F-4J/S Phantom II Ferris Camouflage



- 00915 1/72 B-239 Buffalo Finnish Air Force
- 00916 1/72 Messerschmitt Bf 109G-6 Finnish Air Force
- 10735 1/200 B737-700 ANA
- 10736 1/200 B737-800 JALc ■



Classic Wings

AZ MODELS

Back in the olden days, when AZ Models was Legato, and CMR was Czechmaster Resin, some clever chap knocked up a tidy little 1/144 tooling of the Fokker F.VII trimotor, an inter-war airliner of the type that everyone seems to have used everywhere, but which seems to have slipped through the net as far as modellers are concerned – until now that is. Originally planned as a resin kit to complement the exquisite CMR DC-2 series, the kit is now on the cards as part of an injection moulded collection under the banner 'Legato Airport,' and yes, we know we have drawn attention to this in the past, but as sprue shots are now available, it looks as if what was hitherto a nice idea, is now going to turn into hard plastic. Variants planned – and not nearly so far away as you might suppose – are:

- #14401 Fokker F.VIIb 3m SA, sls



- #14402 Fokker F.VIIb 3m Military
- #14403 Avro 618 Ten, Imperial Airways
- #14404 Fokker F.VII 3m, KLM, Swissair, Ala Littoria

Look out for the type in 1/72 from Valom.

Further news from Legato/AZ confirms the next batch of new arrivals as mooted last month. Some of these fall into a new category from this company, which seems to be deliberately packaged and marketed as a 'low budget' line. Listed as 'AZ Basic,' the kits are still complete with etched parts and resin, and it is



hard to see what is basic about them at all – although the price is attractive for this type of multi-media kit. The range will initially include the following:

- AZCZ1 HC2 Heli Baby helicopter 1/72 £8.99
 - AZCZ2 HC102 Heli Baby helicopter 1/72 £8.99
 - AZCZ3 L13 Blanik Cz. glider 1/72 £8.99
 - AZCZ4 L13/J Blanik 1/72 £8.99
- Note the code numbers. These are accompanied by two more L 60 variants as follows:
- AZ7210 L60B Agro 1/72 £16.80
 - AZ7215 L60S Brigadier 1/72 £16.80 ■



Pe-8 State

AML

Given everyone's interest in the Zvezda Pe-8 at the moment, it seems appropriate to mention the release of a decal sheet for the type from this source. Sheet 72028 includes four options, giving one Pe-8 4Asch-82 and three Pe-8 4AM-35s.

Also new is a very comprehensive



conversion set in 1/48 for the Lavochkin UTI La-5FN (#48008/ETBC). Has anybody told Mr. Tim Large? UK importers Hannants will no doubt be able to advise on prices in due course. ■



Cutlass Up

FISHER

Nice to see more Furies coming from Fisher in 1/32 – especially FAA ones! Next up is a twin seat Sea Fury T.20



(#3207/ETBC), and this can be ordered with either open wings, or Fisher's own one-piece folded-wing centre section and wheel well. This superb design enables you to pose the wings folded without any surgery. The F7U-3 Cutlass is coming up next in this scale. ■

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1:18

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1:48

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RODEN

1:48

FOKKER D.VII (ALB LATE) URO-424 £14.99



RODEN

NEW

1:48

OV-1C MOHAWK URO-437



RODEN

NEW

1:32

RAF SE5A W/HISPANO SUIZA URO-602



RODEN

1:72

SOPWITH CAMEL 2F.I URO-044 £6.50



RODEN

1:72

ZEPPELIN STAACKEN R.VI 27/16 URO-055 £49.99



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DE HAVILLAND VENOM FB.4 GL5107 £11.99

1:48



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1:96



1:126

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GLENCOE MODELS



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1:96

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1:330

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1:72

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1:72

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Pretty Boxes

VALOM

An update from Valom has produced some nice new boxarts – especially for some of those Fokker F.VIIs. New movement from this quarter includes:

- 1/72 Hampden B Mk I (#72033/£TBC)
- 1/72 Handley Page Hereford (#72035/£TBC)
- 1/72 Fokker F.VIIb/3m (#72037/£TBC) ■



New Kit on the Block

TRUMPETER

Trumpeter's mighty Skytrain (#02828/£64.99) is here, as expected, and is everything it promised to be at Nuremburg earlier this year. The kit features finely scribed detail with understated riveting, a superb interior, with complete flightdeck, and more than adequate detailing throughout the troop compartment. All control surfaces are moulded separately, and the engines are a real treat to see.

The main landing gear struts are provided as white metal or plastic, and the usual rubber tyres are provided for the wheels. Markings are included for two machines:

- C-47A, 42-100521, 92 TCS/439 TCG, June 1944



- C-47A, 42-92189, 61 TCS, Operation Market Garden, September 1944

It's superb. Don't whinge about the price – it's worth it.

Also available from Trumpeter is an etched detail set for the Spitfire IIc in 1/24 (#06604/£21.99). This includes five frets and is a must for anyone modelling in this scale. ■



New Scooter

CLASSIC AIRFRAME

The latest release from Classic is a 1/48 TA-4J Skyhawk (#4147/£29.99), and will include markings for four aircraft from VC-1, the Blue Angels, VF-126 and the Israeli Air Force. It will also contain additional new resin parts for the small details of the Israeli Air Force ejection seats and resin flaps. ■

Trusty Crusty

BRAZ



Just to keep abreast of developments in 1/144, a quick visit to BraZ shows two new releases on the way in resin – the Ilyushin Il-62 (#4518/£49.99) and the delightfully codenamed Tupolev Tu-134A 'Crusty' (#4528/£39.99). ■



Triple Threat Impending

HOBBYBOSS

It's hard to keep tabs on the prodigious output of this company – great boxloads of new kits seem to turn up together periodically, and it's hard to know quite what to expect next. Boxarts on the press release are usually a good indication that a kit is imminent though, and we are pleased to have come across the following, all looking ready to roll. Mr. Geoff Pike will no doubt be pleased to see a couple more of the A-7s for his astonishing carrier deck, and many hearts will be a-flutter at the thought of those Avengers... wait a minute – is that a 1/48 Thunderchief lurking there? You see! These things keep creeping in under the radar!

Next up from HobbyBoss:

1/48

- 80314 TBF-1C Avenger
- 80333 F-105G Thunderchief
- 80334 MiG-17F Fresco C

1/72

- 87202 A-7B CORSAIR II
- 87208 Mi-8MT/Mi-17 Hip-H

- 87210 French Army Eurocopter EC-665 Tigre HAP
- 87212 A-7K 'CORSAIR' II
- 80272 F-16A Fighting Falcon
- 80273 F-16B Fighting Falcon
- 80274 F-16C Fighting Falcon
- 80275 F-16D Fighting Falcon



Spooky and the Cat

MONOGRAM

A couple – well three actually – of big new reissues have been drawn to our attention by Monogram, these being the B-36H Peacemaker (#855712/£43.95), the AC-47 Gunship (#855615/£24.50), which is a



revision of their DC-3 tooling, and the PBX-5A Catalina (#855617/£29.50). ■

Malta Defender

MPM

Some of the editorial team will be travelling to Virginia beach with the express intention of finding a MPM Spitfire Vc (#48051/£TBC) and rummaging through its sprues before Group Editor Neil Robinson gets a chance. The kit is due out in August, and where better to unleash it than on the IPMS National Convention-goers? Fingers crossed... ■



Czech This!

EDAY 2008

To coincide with the unmissable Eday show in Prague this September, SAMI is preparing a special Czech issue for September, highlighting products from the busy Czech model industry, as well as features on Czech Air Force aircraft.

Readers are reminded that Prague isn't nearly as far away as they might suppose and a trip to the show will allow visitors to combine all the best aspects of the hobby with some fantastic opportunities for eating, drinking and making merry in one of the most beautiful cities in Europe – not to mention taking advantage of local prices on many of the fascinating resin kits needed to fill those crucial gaps in your collection.



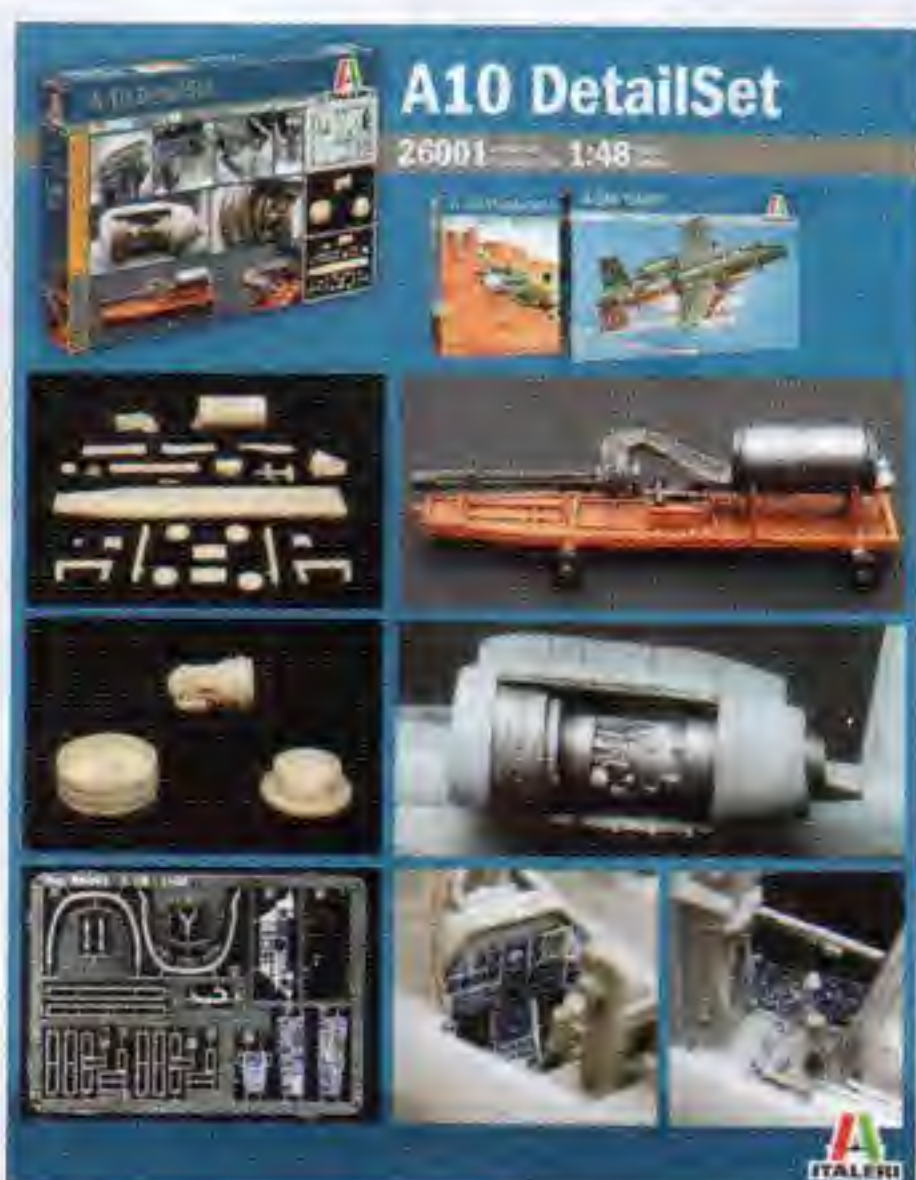
Dates are September 20–21. The venue is the Gallery Butovice in Prague, and the tram and Metro system is fantastically organised and very cheap. If you don't speak Czech, the helpful ladies at the airport will tell you – in impeccable English – exactly what tickets to buy, issue you with maps, and send you on your way. It's actually easier than getting to Telford on a Sunday, given the current mysterious paralysis that takes over the UK rail network on the Sabbath, so don't worry if you're not accustomed to travelling abroad – it's a lot simpler than you think.

So bring the family, bring your friends, and most of all bring an extra suitcase to fill up at one of the crucial events of the modelling year. ■

Drone Home

ITALERI

Someone is releasing a Predator in 1/72, and it's either Accurate Miniatures or Italeri – or both! New items due from

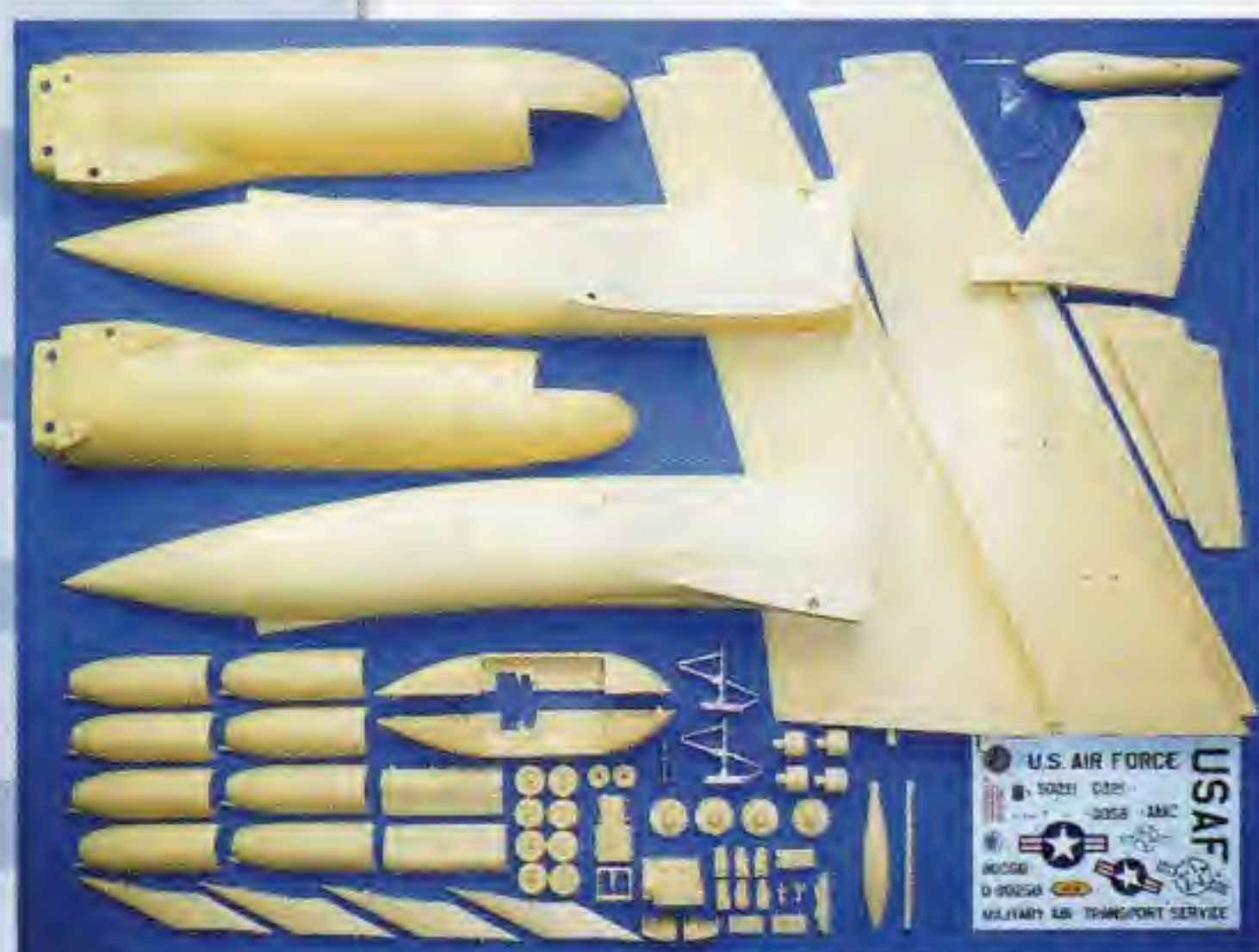


Italeri are a RQ-1B Predator (#1279/£TBC) and in 1/48 a detail set for their A-10 (#1279/£TBC). No sign of the Merlin, alas, and this seems to have disappeared without trace. ■



C-141B Starlifter

Scale: 1/72 Kit No: AA-2082
Price: US\$196.00 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 60, Clear Resin 1, Metal 3
Manufacturer: Anigrand
UK Importer: Hannants
US Importer: Nostalgic Plastic



FIRST LOOK Heavy Haulage

C-141B Starlifter

ANIGRAND 1/72
BY GARY HATCHER

In 1959, the USAF issued a requirement for a fast jet-powered strategic transport aircraft that would serve as a workhorse for the rapid deployment of troops anywhere in the world. Lockheed responded to the requirement with the Model 300 and received contracts for the aircraft to be designated C-141A. In practice, MAC found that the C-141A's cargo hold volume was small compared to its weight-lifting capability and in 1979 the Air Force initiated a cargo capacity upgrade program for its C-141A fleet. The project added an inflight refuelling system and lengthened the fuselage, the stretched C-141A receiving the designation C-141B. The first YC-141B conversion performed its initial flight and was accepted.

A total of 270 C-141B conversions were performed through June 1982. The Air Force was very pleased with the conversion program, since it came



comprehensive repair program and were upgraded to the C-141C.

Anigrand's kit is simply breathtaking. A first glance suggests a lot of problems have been ironed out in a number of areas – notably the nicely cast resin transparency, and the inclusion of metal undercarriage parts is clearly a lesson learned from the C-17. The parts breakdown sees the fuselage halves cut in two, but the 'plug' system to join them looks both robust and a reasonably good fit. All in all the contents of the box look very promising indeed. Kits are available of both the C-141A and the stretched B, with the shorter A coming in at US\$173.

But the proof of the pudding, as they say, is in the tasting, so our sample – sent from the US by importers Nostalgic Plastic – has gone forthwith to be built, and we look forward to presenting it in due course fully assembled.

Nostalgic Plastic are offering an exclusive CD with kits bought from them. It features a mass of images of C-141s, leaving pretty much no stone unturned, and is well worth making a

point of getting your kit from this source to ensure a copy.

With a length of 613mm and a span of 677mm it's a hefty kit, but will make a significant addition to any collection of USAF machinery, and we hope sincerely that the SIG will get hold of a couple and add them to their heavy-lift department. It will make an impressive



display on the show tables, and no doubt Nostalgic will have one on show at Virginia Beach this August. Needless to say there are already editorial murmurings of the desirability of a scaled down 1/144 version, but this is entirely a case of wishful thinking and there is no indication of such an event at present.

More details are available at www.nostalgicplastic.com

SAMI

through ahead of schedule and under budget, and gave MAC an increased airlift capacity equivalent to 90 more C-141As. After the Gulf War, structural problems led to the imposition of flight restrictions, and 63 C-141Bs underwent a



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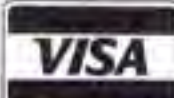
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AC48004C	Wellington 4000lb bomb & bomb bay (Trumpeter)	£TBC
AC484F	1/48 WWI RFC observer/gunner	£5.50
AC485F	1/48 WWI German pilot	£5.50
AC486F	1/48 WWII FAA Pilot (hot climate)	£5.50
AC487F	1/48 WWII FAA Pilot (cold climate)	£5.50
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**Canberra PR.9**

Scale: 1/48

Kit No: 10103

Price: £27.99

Panel Lines: Recessed

Status: Revised Tooling

Type: Injection Moulded Plastic

Manufacturer: Airfix

FIRST LOOK

Canberra PR.9

Building a Test Shot of the forthcoming Airfix kit

AIRFIX

1/48

BY DAVID FRANCIS



How do you fancy building the test shot of Airfix's new Canberra? Well what would your answer be? Next day a large white box arrived on my doorstep, and on opening it I found two sprues in the familiar grey styrene that you normally associate with modern kits and three in red, blue and lime green, just like a Matchbox kit from the 1970s. Now before I discuss the parts and build the model I am going to take a little time to explain about test shots.

Like most modern products kits are designed on computer, from the individual components to the large metal tools that make them. The first time the kit designers get to see if the kit goes together as planned is when the moulds are run for a test shot. I have heard two versions as to why they are in bright colours, the first is that they just use any plastic left over from other products but the more believable one is that it is easier to see any moulding problems or

flaws on coloured plastics than on grey. One interesting thing on my example was that the red sprue, which includes the upper section of the fuselage around the pilot's cockpit, had a number of notes written on it with arrows and crosses indicating that the hole for the antenna post was 30mm too far back, no doubt something that will be changed by the time the kit hits the shelves.

So onto the plastic, and what we have got? The fuselage sprue has the lengthened fuselage of the PR.9 however one small error that is also present on the B(I).8 still remains and that is the fillet at the front of the fin, which extends too far along the fuselage. Also on this sprue are two alternative bomb bay sections, the first was in use during the 70s and 80s and has five separate camera bays, while the second is more appropriate to a 21st century fit with a large bay at the front for a panoramic camera, and at the rear a massive circular section with a slightly small bay behind it. At the base of each bay there

is a representation of a camera lens.

The blue sprue provides the PR.9 wings and these are a lot broader and wider than those fitted to the standard model, and finally the red sprue has all the detail parts, including a selection of antennas and intakes, the cockpit section, a new nose and finally a pair of BOZ107 chaff Flare Pods.

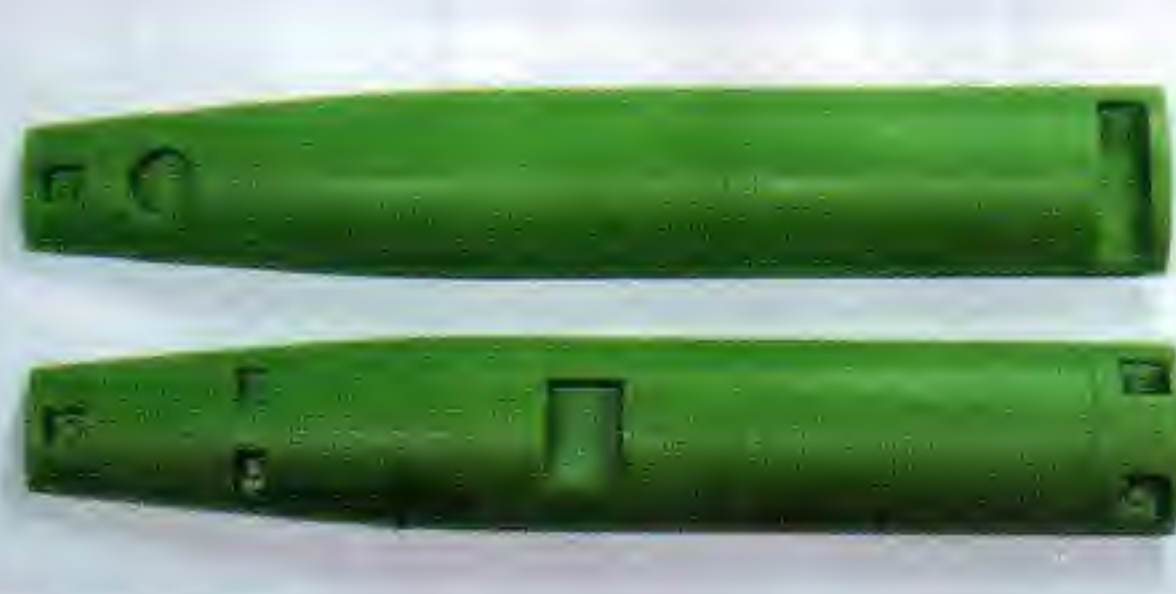
What is missing from the test shot is any form of instructions. As I had nothing to hand on the type I needed to obtain an example of the *Aeroguide* on the Canberra PR.9. This is probably the definitive modellers book on the subject as it has everything you need to really go to town on the Airfix kit, from scale plans to walkaround photographs of all the areas modellers' like to work on - like the cockpit, undercarriage bays and camera bays. Of course there are also plenty of photographs covering the 40 years of operations and a number of colour profiles; if you are serious about your model I can not recommend this title highly enough.

Using the detail plans in the *Aeroguide* it seems possible to build

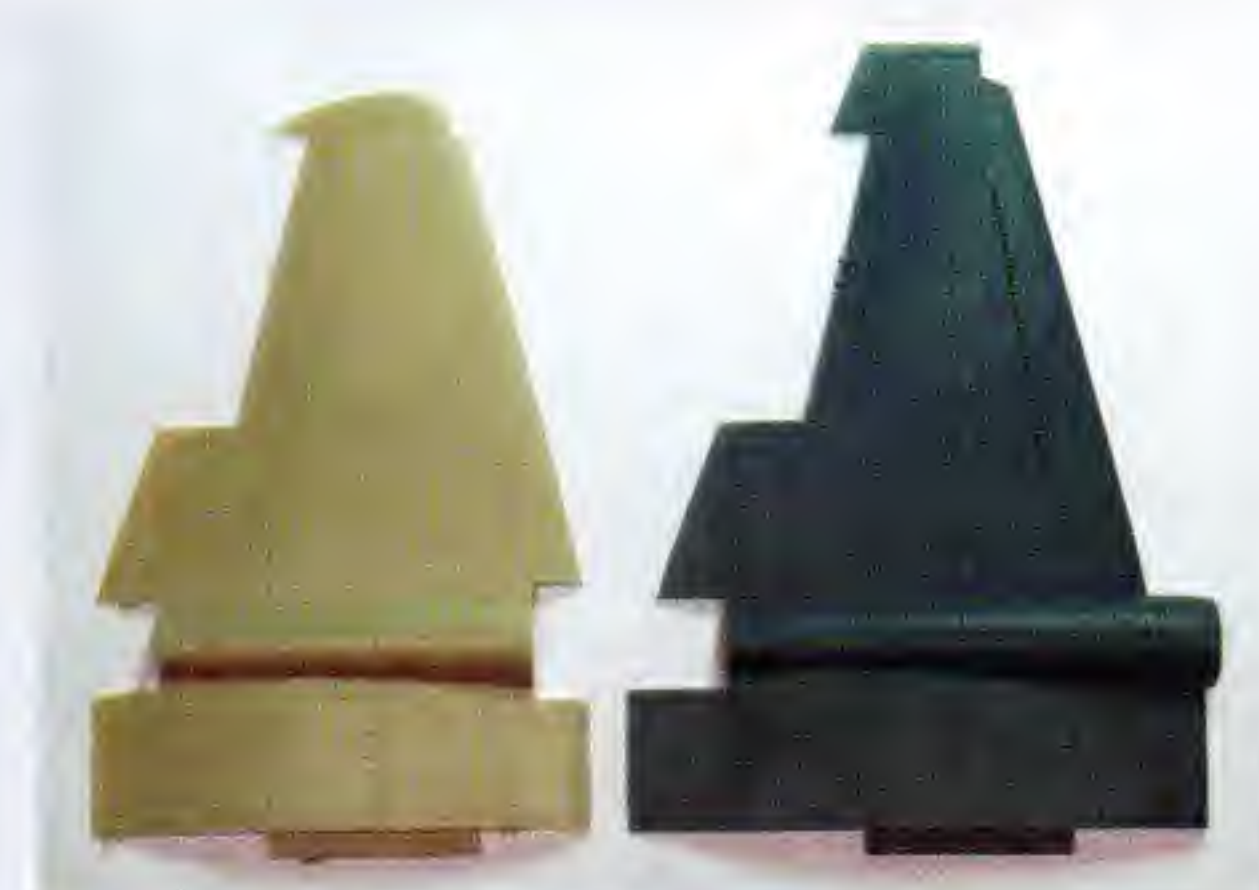




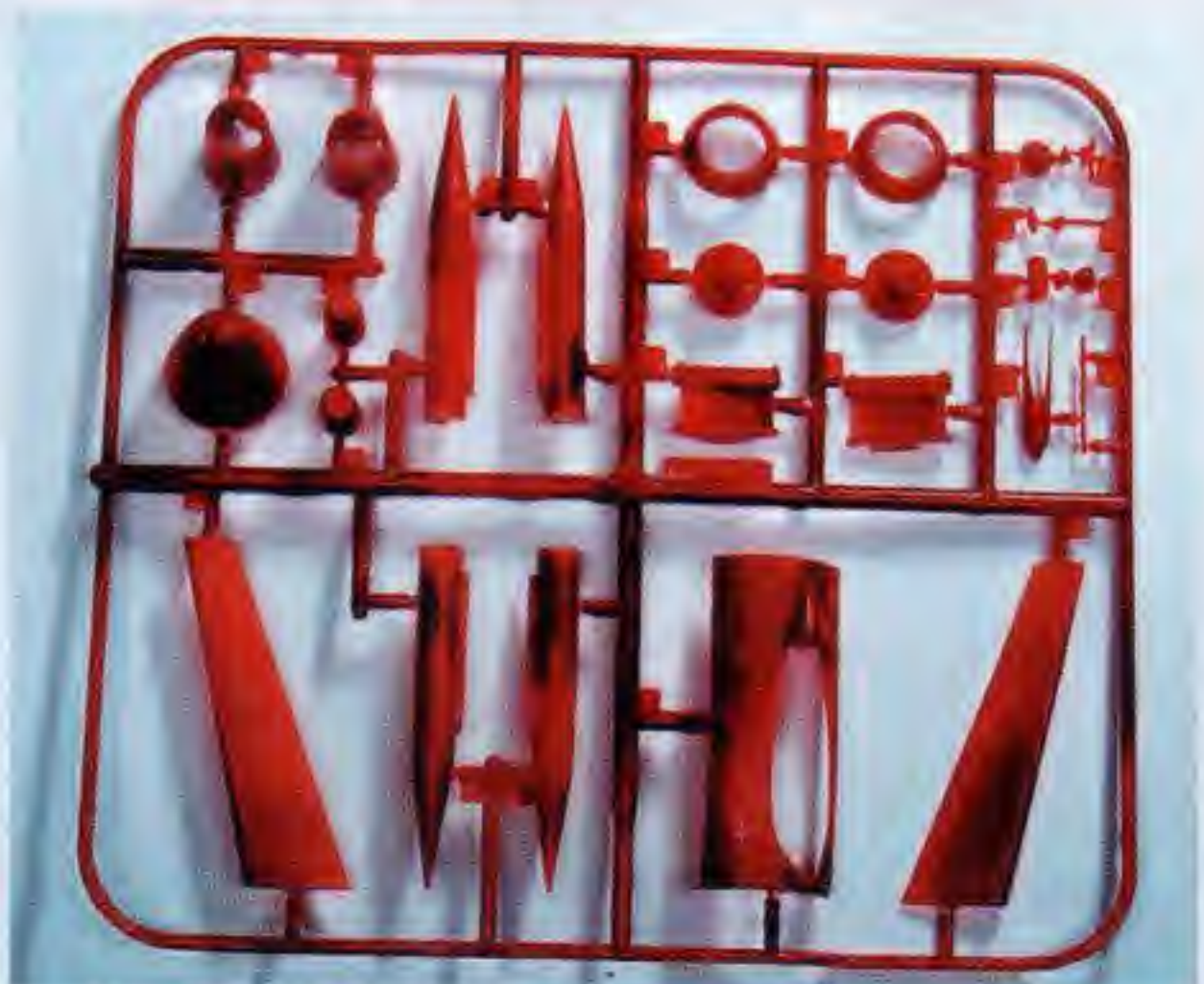
The B(I).8 and PR.9 fuselages compared



Not just empty bays - note the camera lenses at the bottom



The new wing is bigger in all directions



The detail parts - note marks on cockpit sprue



Moulded detail on the parts you cannot see is very good but the instrument panel needs help



My improved cockpit used Mike Grant and MDC instrument decals but is mostly invisible and inaccurate for a PR.9



Something needs to be done about that rudder



The panels were livened up with some etched bezels



I added a few bits of wire but you can spend a happy hour adding detail to the nice wheel bay

any PR.9 from 1965 to 2004 with the parts in this kit. In its final years the type was modified to operate in a more hostile environment most noticeably external RWR pods were added to the end of the wings, and these will have to be scratchbuilt if you want to build a post-2005 version unless an enterprising manufacturer produces an update set. Our money is on 'a certain Scottish source' being first to come up with the goods.

Construction

As we reviewed the interdictor Canberra a few months ago I am mainly going to concentrate on the specific PR.9 parts, but what I can say from my experience of this kit is that Airfix are back better than ever. This kit has used the least filler of any I can remember in the last five years, and remember this is a test shot!

The cockpit area is the same as supplied in the earlier kit, which though nicely moulded is inaccurate for any PR.9 - not a problem for me as the interior is primarily black, but for those who want 100% accuracy there is room for some scratch building or the

inevitable aftermarket set. As the ejection seat is the most obvious detail I replaced the kit part with a MB7 from Aires, which has a higher level of detail plus etched brass seat belts, all for £2.50. Not quite correct for a PR.9 but who's going to know if I keep it quiet. (You're fired! - Editor)

Once completed the cockpit is located within the separate fuselage upper section. I added a little detail from wire to the rear turtle deck as photographs show two pipes wrapped in red insulation tape in this area which add a touch of colour to the predominantly black cockpit. The fuselage fit is superb and the bomb bays almost a snap fit.

Extras to note is that this kit needs a lot of nose weight, and in the earlier kit they recommended 100gms. I added a 125gm fishing weight and it was still not enough. My mistake I think was to put it behind the cockpit instead of packing the forward nose, but if you do get a tail-sitter Airfix do provide a tail stand just in case.

One thing I included were the small circular camera windows low down on the forward fuselage. One minute with a twist drill and a set of plans and they

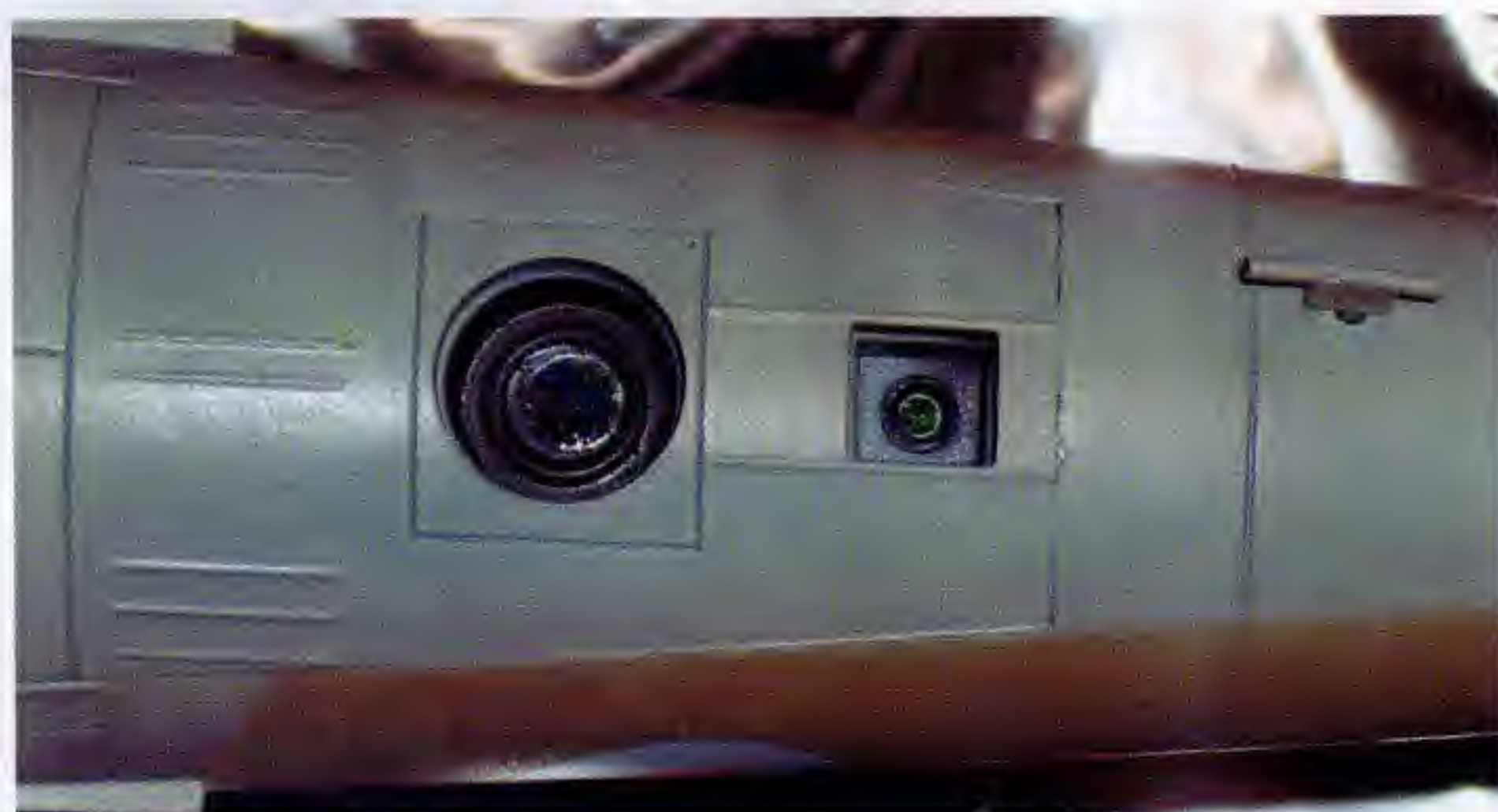
were added, and after painting filled with Kristal Klear.

Now for my big bug! What is going on with the rudder? This part is common to all Canberras so was moulded in standard grey plastic, but someone had gone overboard with the engraving machine as it is covered with deep horizontal lines. Look at a photograph of a Canberra and you may just make out a few fine dimples but definitely no panel lines. I filled them with typewriter correction fluid and once dry this was sanded smooth, which was about 95% successful but in a few areas the line was still visible so I now fell back on my favourite new trick, using an old scalpel blade to run super glue into the crack and then almost immediately sanding the area with an 800 grit sanding stick to obtain a perfect finish, before attaching it to the tail slightly offset.

I now turned to the wings and engine nacelles, and found these go together easily with just a little bit of sanding needed to ensure all joining areas are flat, and just like the earlier kit you have positionable control surfaces and dropped flaps - which is handy as these are nearly always down when on the

ground. The large navigation lights are supplied on the clear tree and are best fitted after painting but it is best to test fit them now as you will need to sand the wing section back quite a bit to get a perfect fit, and that is easier done before painting is started. At the same time I used a small jeweller's drill to put a hole into the rear surface of the clear part. These holes are then filled with red and dark green paint to represent the light bulbs.

With all the major assembly completed I now added the aerials and intake parts. In some case these are over scale and better replaced with Plasticard. If you look in the Aeroguide you will also find that there are a number of small details missing from the kit, most noticeably the two prominent pitot tubes on the port fuselage side just behind the cockpit and the towel rail aerial on the side of the lower fuselage. None of these are hard to reproduce. All other areas of the kit are identical to the earlier version but I must give praise to the wing undercarriage bays which are well detailed out of the box and with a little extra work with wire and rod will look amazing.



Discs cut from holographic confetti add detail to the cameras

Painting and Decaling

Though I do not know what options will come with the kit on release, with nearly 50 years of service there are a number of schemes you can choose to paint your PR.9.

For me it had to be one of the Hemp and Grey ones used in the First Gulf War with their mission markings and female nose art. Fortunately Model Alliance has already issued a few sheets for the PR.9 and Hannants will be adding to this with another sheet featuring a further eight options.

I used Xtracolour Hemp and Light Aircraft Grey. The glossy surface that Xtracolour dries to is a perfect base for decals and I used Model Alliance sheet

ML48146 for the aircraft markings and sheet ML489018 – for all the numerous stencils. The only decal you need to be careful with is the two-part nose art, as you get a white base, which is applied first. Once this is dry the second detail decal is added, and this is very thin and needs to be perfectly centred on the white one. I used a pair of tweezers but with hindsight would advise the use of a brush and plenty of wetting agents.

Conclusion

This kit was a pleasure to build and well represents the most aesthetically pleasing of all the British Canberra variants. The fit of parts is to a high standard and though the engraving may be a bit deep for some tastes, under a coat of paint it will look good.

I am sure most modellers will welcome this kit with open arms and I

have already got two on order with my local shop. I am sure we will see a large number of aftermarket parts, but personally I was quite happy with the kit out of the box – though on my next two I will add the missing pitot tubes. If this is Airfix's new standard it bodes very well for the forthcoming 1/48 scale TSR.2 and American Canberras. All I hope now is that they continue this British theme with some of de Havilland's twin-boom jet fighters in this scale, and of course we do have the Mosquito to come in 1/24 next year. Could this be the start of Airfix's second golden age?

SAMI



A simple modification is to drill into the rear of the clear parts to produce the bulbs for the navigation lights

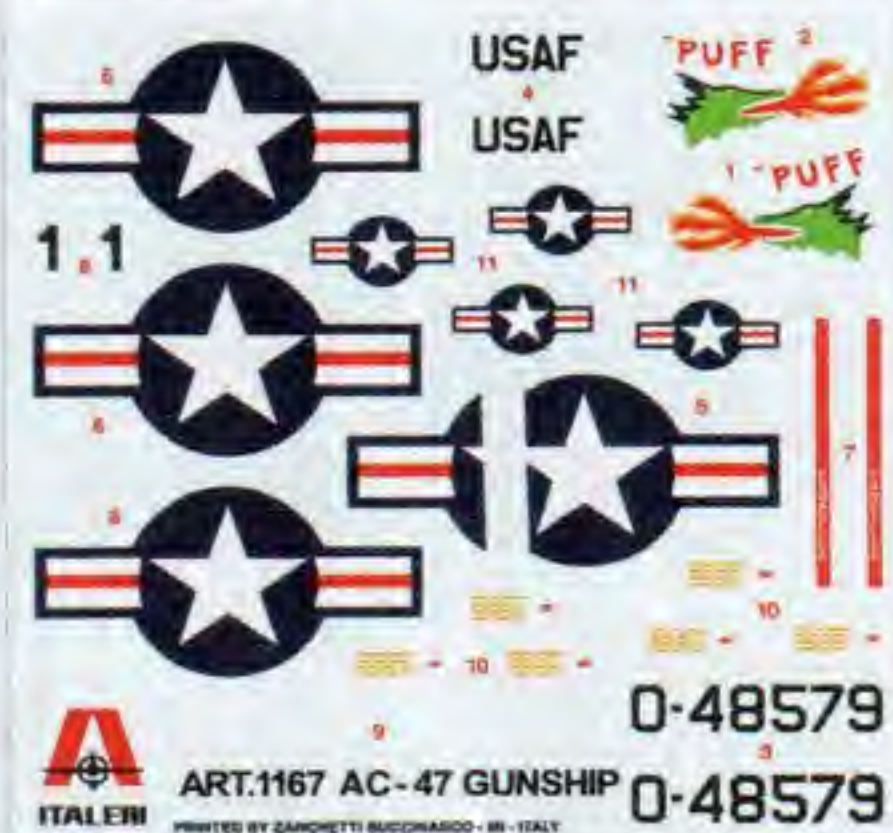


Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.



AC-47 Spooky

Scale: 1/72 Kit No: 1167
Price: £12.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 84, Clear 10 Manufacturer: Italeri
UK Importer: The Hobby Company
US Importer: Model Rectifier Corporation



Dassault Falcon 900EX

Scale: 1/72 Kit No: MS-119
Price: £TBC Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Vacform
Parts: Vacform 32, Vacform Clear 1, Plastic 25
Manufacturer: Broplan UK Importer: Aeroclub



Tornado 'Desert Storm'

Scale: Minikit Kit No: 06712
Price: £1.25 Decal Options: N/A
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic, Clear
Manufacturer: Revell
UK Importer: Revell UK
US Importer: Revell-Monogram



Dassault Rafale B 'Armee de l'Air'

Scale: 1/48 Kit No: 04610
Price: £19.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 185, Clear 25
Manufacturer: Revell UK Importer: Revell UK
US Importer: Revell-Monogram



Arado Ar 66C

Scale: 1/72 Kit No: 185
Price: £27.35 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Resin
Parts: Resin 46, Vacform Clear 4 Etched Brass 12
Manufacturer: CMR
UK Importer: Hannants US Importer: Squadron
Includes masks and coloured etched parts



Martin JRM-3 Mars (Mini Model)

Scale: 1/288 Kit No: MM01
Price: £TBC Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Resin Parts: Resin 18
Manufacturer: CMR
UK Importer: Hannants
US Importer: Squadron



Supermarine Spitfire Tr.9

Scale: 1/72 Kit No: 176
Price: £32.30 Decal Options: 17
Panel Lines: Recessed Status: Revised Tooling
Type: Resin
Parts: Resin 97, Vacform Clear 4 Etched Brass 86
Manufacturer: CMR
UK Importer: Hannants US Importer: Squadron
Includes masks and coloured etched parts



Me 262A-1a/U-4 Bomber Interceptor

Scale: 1/48 Kit No: 5523
Price: £TBC Decal Options: 1
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 107, Clear 7
Manufacturer: Dragon
UK Importer: The Hobby Company
US Importer: Dragon USA





Zeppelin Staaken R.VI

Scale: 1/72	Kit No: 050
Price: £49.99	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic, 348 Clear 25	
Manufacturer: Roden	
UK Importer: Pocketbond	US Importer: Squadron

Pause a moment, oh casual browsers. This is not a straightforward reissue, but a revised tooling offering a second version of this astonishing aircraft. Still very impressive, the kit contains enough lozenge decal sheet to wallpaper your back bedroom. A serious project for someone!



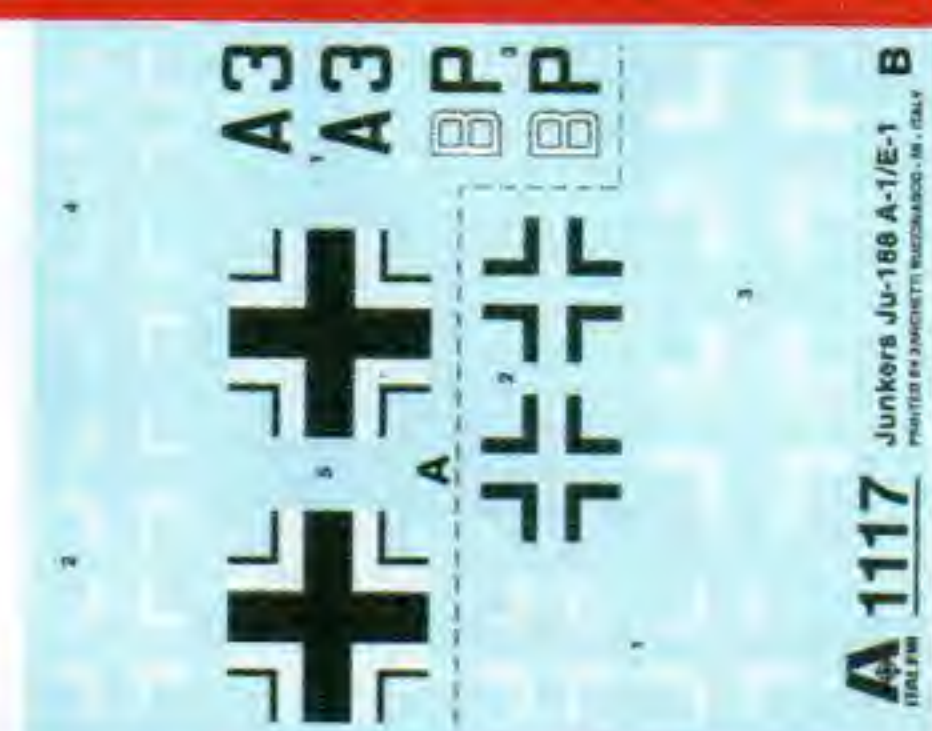
Boeing Model 40-B

Scale: 1/72	Kit No: 182
Price: £35.50	Decal Options: 4
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Resin	
Parts: Resin 67, Vacform Clear 2 Etched Brass 47	
Manufacturer: CMR	
UK Importer: Hannants	
US Importer: Squadron	
Includes masks and coloured etched parts	



Ju 188 Rache Limited Edition

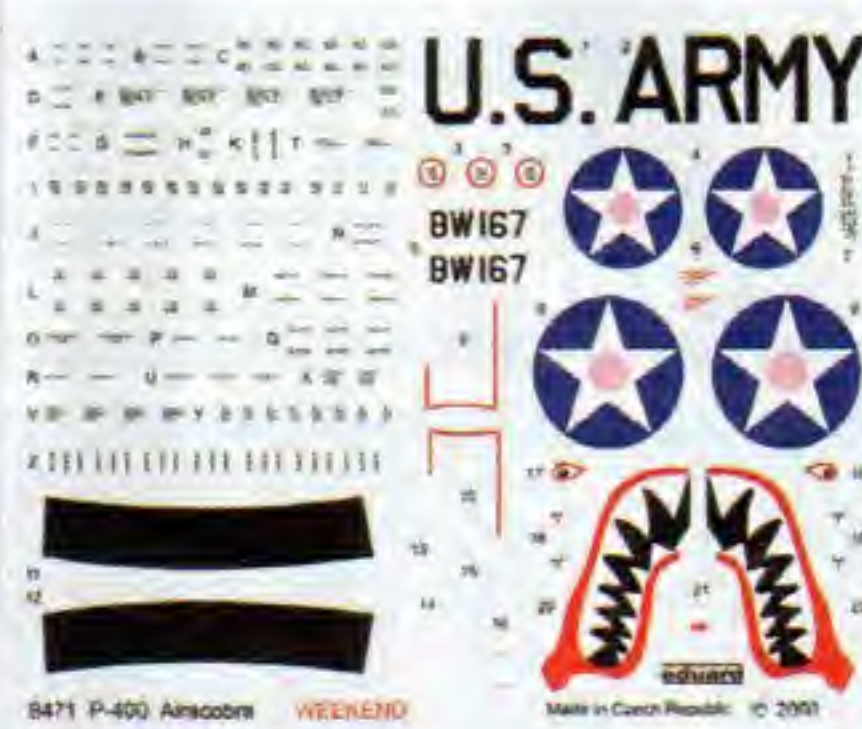
Scale: 1/72	Kit No: 1117
Price: £12.99	Decal Options: 2
Panel Lines: Raised	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 124, Clear 5	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: Model Rectifier Corporation	



P-400 Airacobra

P-400 Airacobra Weekend Edition

Scale: 1/48	Kit No: 8471
Price: £10.25	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 84, Clear 6	Manufacturer: Eduard
UK Importer: Hannants/LSA	
US Importer: Squadron	



PZL SW-4 Puszczyc



PZL SW-4 Puszczyc

Scale: 1/72	Kit No: MS-120
Price: £TBC	Decal Options: 1
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 24, Vacform Clear 3	
Manufacturer: Broplan	
UK Importer: Aeroclub	



Curtiss Jenny JN-4HG (Gunnery)

Scale: 1/72	Kit No: 72004
Price: £TBC	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection moulded plastic	
Parts: Plastic 63	
Manufacturer: Olimp	
UK Importer: Hannants	

Olimp? Curtiss Jenny? Readers with sharp memories will recall we reported these becoming unavailable. We are not quite sure how it has come about, but there are now two separate companies trading, one at www.olimpmodelsgroup.com, who seem to be handling injected toolings, and the Pro-Resin site at

www.olimpmodels.com who have been releasing some nice mixed-media kits of late. This, presumably, means the Jennies and Hawks are also back on the menu, although both websites list them. Certainly we have been passed samples for review, branded with the new website address, along with copies of Olimp's 'Authentic Decals' products. Watch this space.



The Duxford Collection

Scale: 1/72	Kit No: 50056
Price: £19.99	Decal Options: 1
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	

Parts: Plastic 103, Clear 3
Manufacturer: Airfix

This is one of Airfix's gift packages including paints, brushes and glue, as well as a booklet and CD. Kits included are the Spitfire Ia, the Hurricane Mk I and the P-51D, all in 1/72. A single decal sheet offers one set of markings for each aircraft.



BELL X-2



Bell X-2

Scale: 1/72	Kit No: GA72-01
Price: £TBC	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 28, Clear 1	
Manufacturer: Golden Age	UK Importer: TBC

This is another product from the Olimp Group, and can be found advertised on the website at

www.olimpmodelsgroup.com.
Presumably a UK importer will be announced in due course. Wonder who...



Revell Blohm & Voss BV P 194



Blohm & Voss BV P.194

Scale: 1/72	Kit No: 04335
Price: £7.99	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 54, Clear 3	
Manufacturer: Revell	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



Revell Focke Wulf TL-Jäger "FLITZER"



Focke Wulf TL Jaeger Flitzer

Scale: 1/72	Kit No: 04191
Price: £3.99	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 37, Clear 1	
Manufacturer: Revell	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



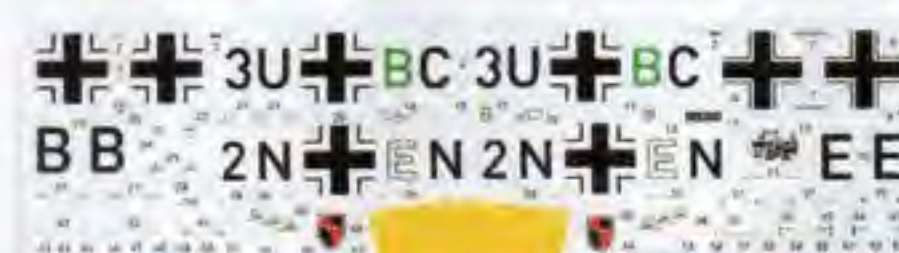
Revell Messerschmitt Bf 110 E-1



Messerschmitt Bf 110E-1

Scale: 1/72	Kit No:
Price: £5.50	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 45, Clear 1	
Manufacturer: Revell	

UK Importer: Revell UK
US Importer: Revell-Monogram



Avro Lancaster B.I/B.III



Avro Lancaster B.I/B.III

Scale: 1/144	Kit No: 1411
Price: £17.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 174, Clear 22 Etched 83	
Manufacturer: Amodel	
UK Importer: Hannants	
US Importer: Squadron	

'How can a 1/144 Lancaster cost £17.99?' This is a question that has been asked of late, and now we have opened the box and looked inside, we can say that in all honesty, it's because it is worth it. The 174 plastic parts not only provide a highly detailed airframe, with as much interior detail as a 1/72 kit, separate wheel hubs and a full bombload, including options for six different weapons fits, covering most types of ordnance, but the kit also has an etched fret of eighty or so parts to build up a fully detailed bomb bay. The churlish among us would hanker after bomb trolleys and a tractor to display some of the thirty-six individual bombs on, but that's something they will have to discuss with Matador Models, who are no strangers to 1/144 airfield accessories, and may come up with something to

oblige them.

Amodel's Lancaster is a full and comprehensive kit, and objections to its price stem from the usual assumptions that because a kit is 1/144 it must be a throwaway piece of rubbish that can be knocked together in an evening for a mild diversion.

Kits like this are leading the way, and while we do not doubt the filler and tears will be out, this is just as likely with a 1/32 kit, and the bottom line is if you don't want to spend a bit of time and work on a model that's up to you, but if you aren't prepared to make an effort then it won't matter what scale you are working in. 1/144 rules! This kit says so.



MiG-29

Scale: Minikit	Kit No: 06712
Price: £1.25	Decal Options: N/A
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic, Clear	
Manufacturer: Revell	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



F-15 Eagle 'KFOR'

Scale: Minikit	Kit No: 06714
Price: £1.25	Decal Options: N/A
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic, Clear	
Manufacturer: Revell	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

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4015	Shorts Skyvan	£9.99	CL4130	Messerschmitt Bf 109D 'Molder'	£27.50	FMFL6	Messerschmitt Bf 109 G-2	£14.95	FJ27013	A-6E Intruder Black	£9.45	FJ27145	TA-4J Skyhawk Golden Eagle	£14.45	HAX48-6	U S Navy Pilot/Deck Crew set A	£10.00	
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4043	SAAB JAS-39 Gripen	£9.99				FMFL11	Messerschmitt Bf 109 G-10 (Regensburg Production)	£14.95	FJ27024	MG 21MF 'Fury Fighter'	£11.45	FJ27160	FA-18C Hornet VFA-192	£14.95	HAX48-8	WWII German Pilot figures and equipment	£10.00	
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12050	HS/Bae Nimrod MR2P (Ld Edition)	£36.99	DRAGON MODELS 1/72 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
50005	Avro Vulcan B Mk 2 - Gift Set	£24.99	DRAGON MODELS 1/72 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
89670	The Falklands War Collection - Gift Set	£34.99	DRAGON MODELS 1/72 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
AIRFIX 1/48 SCALE																		
5110	Spitfire Mk Vc/Seafire III	£10.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
5113	Spitfire Mk IXc/Seafire III	£10.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
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06903	Modern RAF Airfield Set	£14.99	DRAGON MODELS 1/72 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
06904	Modern USAAF Airfield Set	£14.99	DRAGON MODELS 1/72 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
AIRFIX 1/144 SCALE DISCONTINUED																		
3174	HS 121 Trident 1C (British Airways)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
3178	BAC 1-11 (British Caledonian)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
3181	Boeing 737-200 (Air France)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
3182	Boeing 737-200 (KLM)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
3183	Boeing 737-200 (Lufthansa)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
4170	Boeing 707 (British Airways)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
4172	Boeing 747-300 (British Airways)	£6.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
6178	Lockheed L-1011 TriStar (TWA/Caribbean)	£14.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
6179	Airbus A300 (Lufthansa/Air France)	£14.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
6180	McDon Douglas DC-10 (SAS/American)	£14.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
6182	BAC Concorde (British Airways)	£14.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
6174	Boeing 747 (Airbus/British Airways)	£19.99	DRAGON MODELS 1/144 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CLASSIC AIRFRAMES 1/48 SCALE																		
CL468	IMAN Ro 37	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL469	IMAN Ro 37 BIS	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL475	Fiat CR 42	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL477	Gloster Meteor F.4	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL480	Gloster Meteor NF 11/13	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL481	Boulton Paul Defiant Mk II Night Fighter	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL482	Boulton Paul Defiant TT Mk I/II	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL490	Hawker Sea Hawk Mk 101 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL492	de Havilland Vampire NF	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL493	de Havilland Vampire T11/122	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL494	de Havilland Vampire T15	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL495	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL496	Fiat CR 42 AS	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL497	Fiat CR 42CN Night Fighter	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL498	Fiat CR 42C Irovaletto/Sea Plane	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL499	Fiat CR 42B Biplane (2 Seater)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL500	Brewster F2A-1	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL501	Brewster 224	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL502	Supermarine Attacker	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL503	DH Vampire in Foreign Service Pt II	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL504	Supermarine Walrus	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL505	Fiat CR 32 Spanish Civil War	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL506	Fiat CR 32 Regia Aeronautica	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL507	de Havilland Venom FB.1	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL508	de Havilland Vampire NF	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL509	de Havilland Vampire T16	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL510	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL511	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL512	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL513	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL514	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL515	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL516	de Havilland Vampire FB 56 (Export)	£26.99	DRAGON MODELS 1/48 SCALE						FJ27036	HSS-29 JMSDF Seaking	£12.45	FJ27181	F-4S/J Phantom II 'Black Bunny'	£11.95				
CL517	de Havilland Vampire FB																	

SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Boston IV/V

MPM 1/72
BY PAUL JANICKI



For many years now the only Boston/Havoc kits have been outdated and long overdue replacement. MPM/Special Hobby have come up with an all-new tooling of the type in, so far, the late turreted versions, although no doubt more variants will follow. The quality of the tooling is really good, with nice clear transparencies, surface detail and good quality decals. On the whole it is an accurate representation with one or two discrepancies, as I discovered as I progressed with this build.

Construction

I found the construction to be quite straightforward with the parts fitting easily. Those of you who have read the earlier review dealing with the A-20G version of the same kit in the June issue of SAMI will find little to compare. I followed some of the tips and advice for this build but dealt with the wing to fuselage joint differently, negating the need to file away the wing fillets or adding a spar. The wings and tail planes have a tab much like older mainstream production kits, and the lower wing half has an open end, so I inserted some cut-down pieces of sprue into these openings thus spreading the chord slightly. This allows them to match the wing root fillets perfectly. The process needs just a little dry running to ensure the correct fit but it does work and makes a real difference.



The landing gear assembly is a little fiddly but quite firm once allowed to dry. One of the locating holes is out of place on the starboard wing and will need re-drilling. Parts C5 and C6 (cooling gills) are handed but one is slightly larger than the other giving the appearance of open gills on one side. This is a bit frustrating as it is not easy to get the offending part to fit well without some trimming. The rest of the engine parts are fine except the fiddly work (again!) of adding the exhaust outlets to the cowlings. The diagrams illustrate where these go but be careful.

The nose halves are complete transparencies. I added these one at a time to ensure a good blend to the fuselage sides and with only a smear of filler to the lower areas. Don't worry about the engraved entry hatch as the engraving is out of line so will need rescribing. The main clear nose cone is one-piece and fits OK but lacks the strip along the centreline. This can be seen in many images of the Havoc/Boston so I added a strip of pre-painted decal to replicate it. The pilot's canopy has the entrance hatch separate with the 'PSP' detail to the inside and could be left open to reveal more detail added to suit.

There are other problems with the clear parts. There is a longitudinal frame to the hatch behind the turret that shouldn't be there, just the pair going crosswise, and the rearmost tailcone/light is too round when it should be of an oval shape. This means the extreme rear end of the fuselage tailcone is just a bit too wide but not easy to rectify so one is obliged to live with it.

Colour Options

Four schemes are included and all feature Olive Drab and Mid-Green blotches over Neutral Grey undersides. The decals include one Free French and three RAF options. I opted for the more colourful French subject of 342 (Lorraine) Squadron coded OA-B/BZ443. This has the rudder in full tricolor stripes and unit badges to the fin and nose with hi-vis roundels. The RAF subjects are BZ507/Y and



BZ604/B both of 18 Sqn., while the other is BZ611/Z of 13 Sqn, all as operated in Italy 1944/45.

The decals are of a really fine quality and left absolutely no trace of silvering when applied to Xtracrylix colours and over coated with a matt finish. Top marks here.

Conclusion

As far as this kit goes, it is really very good. The inaccuracies outlined above are fairly minor and most can be dealt with easily. The accuracies more than make up for it, such as the wing plan form and fuselage outlines that match up well with the Arthur Bentley drawings. With some research, and there is not that much out there on the A-20, a fine model can be made. I rather enjoyed building this kit and anticipate earlier Bostons to come from the MPM/Special Hobby stable. Oh, the boxes are now of the lid and tray type so no more crushed flat packs in the post hopefully. Well done MPM.

SAMI

Max Holste Broussard

ARDPOL **1/48**
BY ANDY McCABE

The Max Holste 1521 is a modified version of the MH152 and first flew on the 17th November 1952. Civil and Military production versions followed in June 1954. Five prototypes, two pre-production and nineteen production aircraft were built.

The Ardpol kit contains no less than 124 Grey Resin parts, sixty etched, two clear acetate sheets, one decal sheet and a four page instruction booklet. The resin parts are extremely well cast, the surfaces of the large parts are very smooth and there were no pinholes in any part.

The instructions are nicely laid out over the four sheets, there are however no paint references throughout the build stages, and modellers are left to their own resources to find the interior colours.

The etched parts are very cleanly produced with nice sharp details throughout.

Construction

A pair of nimble fingers is required when starting to assemble this kit. The first stage is to assemble the cockpit seating and each seat framework is made up from individually cast resin parts, which are glued to the seat base, to which the seat back is also fixed. A really steady hand and plenty of patience is required, especially as there are no numbers or part identification references provided. I laid out all of the parts and tried to match them to the drawings on the instruction sheet. Once assembled and painted the etched seat belts were added.

There is no real assembly sequence to the kit, but the next stage I tackled was the engine and the cowls within which it is mounted. The engine is a nicely moulded resin part to which etched parts are added, and as a fair amount of it can be seen once it is installed in the cowls careful painting pays dividends.

The instrument panel is made up from a printed acetate sheet and two etched parts, which are glued onto a



resin back, and the raised detail on the etched parts allow for a bit of dry brushing to highlight it. The interior was painted in duck egg blue with a burgundy stripe to match colour photos seen on the Internet, although whether these are correct for this version I very much doubt but they were the only colours I could find.

The seats fit onto a single cockpit base as do the rudder pedals and



control columns, and this then slots very nicely into one of the fuselage halves along with the instrument panel assembly.

The fit of the parts up to this stage was excellent, and even after joining the two fuselage halves together very little filler was needed as the parts match was very good.

Each solid wing has separate flaps so these can be mounted in a drooped position if required. The wings fit to the fuselage by means of moulded pins that slot into corresponding holes in each



side of the fuselage, and each wing is supported by a strut, which forces the wing up slightly so be careful not to glue the wings at right angles to the fuselage at this stage as the struts need to be fitted at the same time.

The horizontal stabiliser has separate ailerons that can also be fixed drooped and the vertical tailplanes have separate rudders. This assembly then fits directly to the fuselage.

The undercarriage struts are both made up from a lamination of three etched components, and each separate

tweaked to get the model sitting level. Once this was achieved they were glued permanently into position. This completed the major assembly of the model.

All of the cabin and cockpit windows need to be cut from the acetate sheets supplied, and the cockpit window shown on the instructions looks as though there should be a resin frame to which the windows are fitted, however there was not one with this kit so the entire part needed to be cut and shaped from a single acetate part. This, along with the cutting to shape of each window, was the worst part of the model and the one I dreaded the most.

Each window, apart from the cockpit screen, which was superglued into position, was glued into place with Micro Kristal Klear, but not until after the model had been sprayed.

Colour Options

The model was sprayed with white primer then the Orange Dayglo bands were applied, allowed to dry, then masked along with the white upper surfaces before a coat of Humbrol 155 Olive Drab was sprayed over the entire model. Two colour schemes can be used though each one is a variation of the same overall theme.

The decals are nicely printed and settled very nicely onto the model.

Conclusion

The sheer quantity and minuteness of some of the pieces in this kit, and the need to 'manufacture' parts, limit it to the experienced modeller. Challenging in some aspects yet simple in others, it really tests the builder but the quality of the mouldings make up for any misgivings.

This was a thoroughly enjoyable (apart from the windows) kit to build. A few more colour references in the instructions would be a great help and would turn this from a good kit into an excellent one.

How Ardpol got so many parts into such a small box beats me, but the end result is certainly different from any other kit alongside which it will sit and bears testament to the quality of the overall product.

SAMI



Grumman KA-6D Intruder Tanker

FUJIMI **1/72**

BY GEOFF PIKE

A real oldie but goodie! This kit has been around for some years now, variously boxed as an A-6A, A-6E, KA-6D and EA-6A, as well as a 'Last Intruder' special boxing, and is one of my personal favourites.

The A-6 Intruder was the all-weather heavy strike/attack component of the Carrier Air Wing, the embarked A-6 squadron operating the tanker alongside the bombers, tankers being an essential part of 'Blue Water' air operations. All the tankers were conversions from A-6A airframes. Ordered in 1969, the first KA-6Ds flew operations in the Vietnam theatre with VA-176 in 1971, and ninety-five conversions were completed. The hose reel system replaced attack and navigation equipment in the 'Birdcage' in the lower centre fuselage. Tankers could also be identified by a squadron-coloured band around the rear fuselage, a green light on the forward nosewheel door, and a green anti-collision light on the fin top replacing the bombers' red. KA-6Ds retained the Gull Grey/White scheme long after the bombers had gone low-viz greys, and their normal load was up to five external fuel tanks.

A sturdy tray-type box contains one separately-bagged transparent sprue, and four sprues in crisp, light grey plastic that is a little softer than I remember from the original Fujimi issue. Panel lines are recessed, and moulding is excellent. A large colourful decal sheet and a fold-out instruction page complete the contents.

Construction

Construction starts with the two beautifully moulded crew figures with separate heads and arm, (yes, I know, but you've got to put these in) and very reasonable representations of their Martin-Baker GRU-7 ejection seats. Unfortunately, a standard A-6A instrument panel is supplied, with raised detail, although the decal supplied for the instruments correctly reflects the lack of instrumentation on the Bombardier/Navigators (Starboard)



TECHNICAL DATA

Scale: 1/72 Kit No: 27015

Price: £9.45

Type: Injection Moulded Plastic

Manufacturer: Fujimi

UK Importer: modelwholesaleuk.com

side. The DIANE (Digital Integrated Attack/Navigation Equipment) was removed from these aircraft, and I scraped off some of the detail before applying the decal.

The interior parts for the engine front fans and air intakes have a slightly Heath Robinson fit to them, but look



perfectly acceptable when viewed after completion. Internal engine exhaust pipes are supplied - interestingly, the first Intruder to fly was fitted with thrust vectoring exhausts which could deflect 23 degrees down, but this was found to have only a marginal effect on take-off performance, and was, obviously, not subsequently pursued.

Despite having three separate belly

sections to fit between the fuselage halves, the whole thing goes together faultlessly. A separate hood and windscreen is supplied. Nose weight is needed to prevent a tailsitter, but there's plenty of room in the the large separate nose cone. Four of the options have the perforated bodyside air brakes (moulded as dimples which I painted black), the fifth has the later cover plates. Don't forget to open up flashed-

over holes in the main belly section and lower wing halves for pylon location. Separate leading-edge slats are provided, but not the trailing edge flaps, which are complicated affairs requiring surgery or resin replacement, so I suppose that strictly speaking the slats should be fixed shut, but you only live once, and I love the bright red interior contrast to the Gull Grey wing. Mainplanes are moulded with no wing fold option.

The undercarriage is a solid, accurate representation of a properly designed Naval Aircraft's landing gear. Add the fixed in-flight refuelling probe, pitot tube, arrestor hook and a few air scoops, lights and aerials, and the basic job is done.

Fujimi have supplied a centreline and two underwing fuel tanks as well as a very neat Buddy Pack in-flight refuelling pod. The pod was developed to replace dedicated tanker types such as the KA-3B Skywarrior, but the demands of the Vietnam War and the availability of A-6A airframes (being

replaced by A-6E variants) created the KA-6D.

I found a couple more underwing tanks in the spares box, and used the Buddy store on the centreline - they were often seen on tankers, presumably to back up the internal system. Post-war aircraft could be seen with low-viz. grey tanks, but I stuck with traditional white.

Colour Options

Five colourful decal options are included, all of them in Gull Grey and White - note that tailplane upper surfaces should be white in all cases, not the Gull Grey shown in the instructions.

- 1) NF-513, VA115 Eagles, USS Midway.
- 2) NF-411, VA-185 Nighthawks, USS Midway.
- 3) NE-522, VA-145 Swordsmen, USS Ranger.
- 4) AC-520, VA-75 Sunday Punchers, USS Saratoga.
- 5) AJ-523, VA-35 Black Panthers, USS Nimitz.

My choice of subject was limited because, sad person that I am, I've already made three of them, and chose the Sunday Punchers as my fourth. VA-75 took the first A-6As to war off the USS Independence in 1965, suffering some sad losses over Vietnam ironing out the bugs, but this KA-6D is in a later, post-war scheme, the AC tailcode being rendered in an oriental brush-stroke style. Decals took a bit more soaking than most, but adhered well and displayed no adverse reaction to decal solvents. I did find some of the smaller stencils a bit heavily printed.

Conclusion

Despite its age, this kit stands comparison with much more modern products, and it absolutely captures the 'blunt instrument' look of this aircraft. It's good to see it available again. I don't know which, if any, of the other boxings from this mould also are available, but they are all highly recommended.

SAMI



Douglas C33/C-39

SPECIAL HOBBY

1/72

BY PAUL JANICKI

The C-33/C-39 series was a development of the DC-2 design with the main differences being the tail units and the addition of cargo doors for military use. These features are well portrayed in this latest offering from Special Hobby. A new sprue, in a slightly different shade of grey to the customary shinier plastic, has all the new parts required to complete either of the two versions, together with a fret of etched parts for the antenna, DF loop and the large cargo door. In addition, a solitary resin 'rugby ball' DF loop completes the extras. Among the original plastic are the fins and tail planes not used here but all the parts, including the transparencies, retain fine surface detail and are free from flash. The instructions do need to be studied carefully and a decision as to which version to build has to be made quite early as the lower wing centre section, tail planes and fin all have to be identified and used during various stages of the build. Not only that, the nose cap and aerial fit also come into play so go carefully.



Useful dimensions as to where the antenna go under the nose and above the fuselage are indicated in step 8, as is the location for the large etched part for the cargo door, which is glued directly over the passenger entry door, but first one has to remove the raised handle that is not shown in the diagrams so there are a lot of pitfalls to trap the unwary.

Construction

The flight deck is the starting point with the model and you have all you need here with adequate detailing, considering not a lot of it will be seen. Before joining the fuselage halves the main cabin floor and bulkheads are fixed in place but the windows all need to be added too. I found them to be quite a tight fit so just a little fettling will ensure this goes well. Step 3 indicates the tail plane choices and lower wing centre section. Parts A3, 4, 7 and 8 are the standard DC-2 pieces and are for the C-33 whilst D1 and D2 are the DC-3 pattern tail planes for the C-39. A point about these parts to be aware of is the trim tab actuators which are on the top. B3 (on the original sprue), the centre section, is again for the C-33 and D10 is the DC-3 section is for the C-39. Choose now as the undercarriage locators are needed here before the wings are fixed in place.

Meanwhile the etched cargo door needs to be curved gently and fitted in place and here the exact location is shown on the instructions to be 1mm astern of the rearmost cabin window. Mention is made of the forward crew door to be filled for the C-39 but no mention is made as to whether the smaller luggage door just behind, should be filled. I feel it should but left mine in place. The four-views later on, don't show it but neither do they show, in the case of the C-39, the larger DC-3 tail planes.

The wing uppers have the correct dihedral built in at the centre section joint but the fit to the fuselage is not great and they will need filling. I used slivers of plastic card and smears of filler to rectify this.

The required fin for the C-33, if chosen, fits

72 HOBBY

C-33/C-39

US Army Transport Plane

TECHNICAL DATA

Scale: 1/72	Kit No: 72176
Price: £31.99	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Parts: Plastic 73, Clear 21, Resin 1, Etched 5	
Type: Injection Moulded Plastic	Manufacturer: Special Hobby
UK Importer: Hannants	US Importer: Squadron

reasonably well over its location but the larger C-39 (DC-3) fin does not. Some surgery is essential here and the raised section for the smaller fin needs to be removed entirely with care and a 'cut and dry fit' approach is wanted. This operation again is not indicated on the instructions. When 'operating' ensure not too much is removed as I did. I filled the resulting gap with scraps of plastic and filler blending it with the fuselage at the same time as fixing the fillet, which again is not mentioned, and make sure the fin is upright.

The rest of the build becomes more straightforward dealing with the undercarriage, engines and appropriate antenna. The intakes above and below the engine units need to have the fronts opened up by small drills, knife, and filing. The propellers are OK but the hubs are not that good and need replacing. I used a pair from the Aeroclub range.

Colour Options

Four options are offered, with two C-33s, one in bare metal and the other in Olive Drab and Neutral Grey, and two C-39s in the same finishes. The polished examples feature the colourful rudder stripes of the pre-war period and unit emblems. As I'd already built one of the original MPM issues of the kit in a shiny silver scheme, I opted for one of the newly camouflaged C-39s coded 62TG20 of the 62nd Transport Group, September 1941. I used Xtracrylix for all major paintwork and a coat of Klear for the very nice decals that performed very well, leaving no trace of silvering.

Conclusion

The finished model looks great in shape and stance so will join my USMC R2-D and West German C-47. Despite a few shortcomings with the instructions and some fit issues, don't be put off. With so many optional parts in this kit one can now virtually complete all the major variants of the venerable Douglas DC-2/DC-3 family except the tall tailed post-war C-117 'Super Dak.' Finally, this issue is limited to 1,000 kits, so I hope the other 999 out there are enjoyed as much as I enjoyed this one.

SAMI



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de Havilland DH.4 with Rolls-Royce Eagle Engine

RODEN 1/48
BY COLIN PICKETT

The DH.4 is reputed to be the first Allied aircraft to be conceived as a pure bomber, rather than a hastily converted 'Heath Robinson' affair, and as such has to be a must for modellers of WWI aircraft, however until now kits of this fine aircraft have really been few and far between.

The Roden kit supplies 8 sprues of hard, beige coloured plastic, which luckily is not too brittle. There are some minor sink marks to some components and a little flash to clean up, but nothing really too serious. The transparencies are provided as printed outlines on a clear plastic sheet rather than an injected sprue, which meant that my wife's best nail scissors would go 'missing' again whilst I trimmed these out.

Construction

The first thing I did with this kit was to spend a while sorting out the bits I needed from those destined for the spares box, and this means you have to choose



panel under the cockpit and the general fit of the fuselage parts, which was challenging. The fit of the engine cowl was particularly poor, needing a fair bit of fettling before it would fit anywhere near properly. Having said that, very little filler was needed throughout the build so I can forgive Roden for the small issues here.

In order to be able to gain access to the whole fuselage I chose to paint and



well as the most common DH.4 in my references.

The decals went on very well, if a little on the thick side, which was probably a good thing in truth as this meant that there was very little colour bleed through from the green paint underneath. Once decaling was complete the DH.4 was coated with Klear/Future to seal everything up before a coat of Xtracrylics Matt varnish was airbrushed onto the airframe. In order to enhance the subtle effect of the ribbing on the wings I decided to airbrush in highlights and lowlights using watered down shades of green and beige to give some texture.

I then fitted the transparencies, including the clear panel to the wings, which look okay but not brilliant as the thickness of the sheet sticks above the wing making it a little obvious, so I may go back and deal with this again. I also had problems getting the observer's windshield to curve properly, which would be avoided with a vacformed or injected part.

I used Aeroclub lycra tread for rigging, passing it through small wire eyelets I'd added to the locations of turnbuckles on the real aircraft. Cheating, yes, but it makes rigging a whole lot easier, so it's just a case of being able to thread the equivalent of 30 needles. Again it's worth going back to those references as, whilst the instructions have a good rigging diagram, the DH.4 has a real 'Snakes Wedding' make up, so any extra information is worthwhile. I actually underestimated the time it would take to complete all the rigging and finally

finished it after 4 evening's eye ruining labour, even with my 'cheat.'

All that was left was to add the little fragile parts and do some touching in of paintwork for the kit to be finished, along with a small amount of weathering to give the DH.4 that 'previously enjoyed' look.

Conclusion

It's clear from the make up of the parts that Roden intend to use the moulds to produce a range of DH.4 variants, and this does make this kit more challenging than it really needs to be as it is broken up into more parts than is helpful.

Windsock produce a very good guide, although I couldn't get one in time for my build, but it's worth getting something to check up with as some of the sections in the instructions are a little misleading - for example the kit would also have you fit engine covers to N5997, which my references showed not to be the case, likewise the engine casings are aluminium not light grey as the instructions would have you paint.

The DH.4 has been under represented in any format so this addition to the Roden range is welcome as it scales out well against the plans I managed to get hold of.

For value for money this kit would be hard to beat if you factor in the time required to build it properly, with even my quick build taking several weeks of evenings. The Roden DH.4 provided a good challenge and is recommended to all modellers interested in WWI aviation or those fancying stepping up a gear.

SAMI



which version you are going to build from the outset, so it is not a kit for the indecisive. I then followed this with an extended period of pre-painting all the interior and parts that required a wood grain effect, starting off with a coat of buff paint followed by dry brushing various shades of brown, and a top coat of Tamiya Smoke to give a (hopefully) passable appearance.

Once this was done - a process requiring several modelling sessions - I continued with building up the kit as per the instructions, starting with the cockpit and interior parts

I added Eduard etched seatbelts from their RAF WWI set (48 303) and whilst I suspect someone is going to tell me that I've used the wrong type, I feel they add a bit of extra sparkle to the cockpit area.

The DH.4 is constructed over 24 stages which I found to be a little confusing at times, partially due to the fact that the instructions are divided three ways depending on the version you build. I only noticed I'd used the wrong exhausts at the end of the build, so will have to swap them over!

The only major problems I had with the kit was the sink mark in the middle of the

decal the DH.4 before fitting the top wing and undercarriage along with other small details

Colour Options

The three aircraft depicted are N6000, No.5 (Naval) Sqn. RNAS in February 1918, A7422, 57 Sqn. RFC, in December 1917 and the DH.4 I chose, N5997 of No.2 (Naval) Sqn. RNAS in February 1918 - purely as this was the most colourful RNAS version in the kit, as



Vought A-7D Corsair II (with Eduard A-7 mask set no.CX207)

HOBBYBOSS 1/72

BY GEOFF PIKE

This is one of the family of HobbyBoss A-7 Corsairs which so far includes US Navy A-7A, A-7E and TA-7C versions, a Portuguese A-7P with anniversary tail art and a spectacular tiger-striped Greek example, as well as this USAF machine.

The A-7D for the USAF was fitted with a 20mm Gatling Gun in the lower port fuselage replacing the twin colt guns, and a refuelling receptacle on top of the spine replacing the Navy-style refuelling probe. Major internal revisions included a much-improved Nav/Weapons Delivery System (NWDS), a licence-built Rolls-Royce Spey engine-which, I remember, caused conniptions among US interests at the time- and a new Radar Homing and Warning System (RHWS), creating a very capable Strike/Ground support Aircraft.

The tray-type box includes six finely-moulded light grey and two transparent sprues, two decal sheets (one of aircraft markings and a smaller weapons



TECHNICAL DATA

Scale: 1/72	Kit No: 87203
Price: £11.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 183, Clear 6	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron MMD	

Johnson's Klear to a reasonable result, I'm such a coward when it comes to sandpapering clear parts.

There are some lumps and bumps to attach: note that part E19, the Pave Penny Laser receiver should not be fitted to the 'MB' coded Vietnam War era



markings sheet), a fold-out instruction sheet and a full colour painting and marking guide. Some of the alternative parts are for versions not in the box.

Construction

We begin with a detailed cockpit and ejection seat (two alternatives are supplied). Oddly, no instrument panel or side console decals are provided on this decal sheet, although I know they are supplied in the A-7A and TA-7C boxings. Engine air intake trunking, detailed nose and main wheel wells and tailpipe all fit neatly between the fuselage halves. Usefully, the instrument panel and coaming can be dropped in after fuselage assembly, giving you more time to hand-paint a few instruments on it! Mainplanes are supplied with no wing-fold option and don't forget to open up flashed-over holes for underwing pylon location.

The undercarriage is well-moulded and solid, with neatly moulded door interiors. Open electronics and Ram-Air Turbine bays are cleverly moulded into each fuselage half, but I decided to close them up to check door fit - and save work of course. Fortunately the doors do fit. Hood and windscreen are supplied separately, and the hood has a seam moulded down its centre which I managed to scrape, polish and dip in

aircraft. Also, I think that the smallish lump under the port canopy rail should be an air data sensor or probe, and I altered it to that effect.

Two identical sprues of weapons and stores are included, to give a total of two external tanks, two FLIR pods, eighteen Mk.82 slick bombs with a selection of standard and extended fuses, four multiple ejector racks (although there are only enough of the smaller detail parts to complete three of them!), and two really nice Sidewinders and rails. Photos of Vietnam-era Thailand-based aircraft show that 'winders and rails rarely seem to have been carried, so I plugged the bodyside holes and stored away the AIM-9s.



I rubbed down the heavily moulded ribs on the external fuel tanks and put them on the inner pylons, put an MER and four Mk.82s on each middle pylon, and found triple ejector racks in the spares box for the outer pylons. I know that I should really stay with the kit bits only on a review model, but the alternative was a single bomb or empty outer pylons, so please note that the triple ejector racks aren't included in the box. I also added little rectangles of black decal sheet to represent the three Radar Warning Receivers inset flush on the lower air intake lip, and some black placards on the inner main undercarriage doors.

carrying the appropriate serial, green/blue/red fin stripes of the three squadron colours, and a shark mouth and eyes.

- 2) Scrappy, a very smart two-tone wraparound grey aircraft (my references quote 36270 and 36118), of the 162nd. TFS, 178th.TFG. Ohio Air National Guard.

I was really torn between these two, but chose the Thailand-based aircraft in order to load up the bombs and put her in a Korat blast pen. The decals are excellent; sharp, beautifully printed, and apply with no problem. As mentioned, there is a separate small sheet of bomb and pylon stencils. Decals are provided for the windscreen and canopy seals,



Colour Options

Markings are provided for two aircraft with a superb four-view colour artwork for each.

- 1) MB-coded 71354 quoted as '353 FG, 254 TFW,' but this is obviously the boss's aircraft of the 354th TFW,

they are bright yellow and the wrong shape, so I ended up overpainting them and don't recommend their use.

I was able to try out the excellent Eduard masking set which includes masks for the windscreen and canopy internal and external framing, wheel hubs and even the HUD sight glass and FLIR lenses, in a yellow tape similar to the Tamiya product. The windscreen is a complete mask, but quarterlight and canopy masks are edging strips which require filling in with masking fluid in the middle areas.

Conclusion

The A-7 Corsair II has been well represented in 1/72, but this kit is really top of the range, and the sprue layout makes it apparent that even more versions are planned. I can't keep up! Highly recommended!

SAMI

North American FJ-4 Fury

HOBBYBOSS 1/48

BY MIKE WILLIAMS

Don't let the rather inferior quality of the box art image put you off this kit. It's a rather bad indicator of what is actually a superb piece of injection moulding. You get three sprues of excellently tooled grey plastic with finely rendered recessed and raised panel details where appropriate. The clear sprue contains the two piece canopy and is exceptionally transparent without the dreaded mould seam running down the middle as is so often the case with bubble style canopies. Also on the clear sprue is the glass for the HUD unit as well as the navigation and nose wheel landing lights.

There are a couple of anomalies due to the fact HobbyBoss have kitted both the FJ-4 and later FJ-4B models using a shared mould, as there are a couple of fundamental differences between the two marks, notably the underside rear air



fair it can't be seen once installed and the coaming is in place, with the windscreen. The cockpit was sprayed Tamiya Medium Grey and the panels



eliminate the joint seam. This sub-assembly is simply slotted into the fuselage and a dry fit showed it was a perfect fit all round, but this also showed up a glaring omission on the rear decking section immediately aft of the ejection seat. A blank panel is all that is supplied, and although reference photographs are almost impossible to come by for this area I found a couple that showed some form of electrical canopy retraction system, so some parts were fashioned from the spares box to make this blank area look suitably busy. Whilst I was at it I offered up the canopy, which I wanted to pose open, and again some scratchbuilt components were fashioned and painted black to be attached to the inside for added detail.

The fuselage went together with no problems at all except HobbyBoss neglect to mention the need for nose weight, something this model would definitely need. I added some lead shot in the area forward of the cockpit above the intake trunking where there is plenty of room.

On to the wings; and the main undercarriage bay needs to be assembled from four parts and then slotted into a recess in which it simply clicked into place on the wings. I brushed each joint with liquid poly anyway to ensure it didn't work loose in the future. Wings are moulded in one lower piece and two uppers with an option to cut them and fold them if so desired. Inserts are supplied to blank the end of the wings if

you should choose the folded option, but curiously only for the non-folding part, so scratchbuilt blanks will need to be made if this option is chosen. I left the rear tail planes off until after painting to make masking easier. A dry run showed the fit was perfect, so no worries there.

Joining the wings to the fuselage results in an excellent fit with only slight gaps at the upper wing roots. This was tackled by placing a length of sprue inside the fuselage to act as a spreader - problem solved! Wings and fuselage were joined and sealed together with Mek-Pak and left to cure fully. With the insert for the arrestor hook fitted in the lower fuselage, main construction was done without fuss.

Next up were the undercarriage doors and here there is an error in the kit. All main and nose gear doors close with the exception of three of the smaller ones when the aircraft is parked. HobbyBoss would have them all modelled open. They only open during cycling of the undercarriage up or down, but the two main gear doors and large nose gear door didn't fit too well and needed some putty and sanding to achieve a neat look. The undercarriage legs all needed extended oleos fabricating as the moulded parts show an aircraft that has lost all hydraulic fluid and were completely compressed (possibly a measurement made from a museum exhibit), and scratchbuilt scissor links were needed for the nose leg to complete this adjustment.

As previously mentioned the lower



brakes and the six underwing hard points, both features only found on the FJ-4B.

A colourful decal sheet is included and although glossy and in excellent register and opacity, it appears a little thick. Of course the proof of the pudding is in the eating, so on with building and painting.

Construction

Assembly begins with the cockpit and its associated details. A one piece tub is supplied, to which are fitted detailed side consoles including integrally moulded throttle levers and various switches. These consoles just require careful painting to bring out their best. The ejection seat is constructed from five pieces and is excellent, only requiring a set of seat belts, which I added from one of the Eduard pre-painted ranges. With separately moulded rudder pedals and control column it seems a shame they have added the instrument panel as an afterthought. This is very poor in relation to the rest of the cockpit, though to be

painted black with various switches etc. picked out. This assembly sits atop a two piece intake trunking which can be a tricky area when it comes to models with this feature. HobbyBoss have tackled this well and it all fits together with minimal sanding needed inside the trunking to





rear airbrakes applicable only to the later FJ-4B are moulded into the fuselage and just require careful sanding to remove them. Luckily there are no panel lines here to be reinstated. Likewise the holes in the wing for the innermost hard points need filling as these are, again, only found on the FJ-4B which had a strengthened wing allowing it to carry the Bullpup air-to-surface missiles. Four of these are included in the kit but can't be applied to the FJ-4 despite the instructions saying otherwise.

Another correction needed is that the slots in the drop tanks to fit to the pylons are too far forward, but this is easily remedied by shortening the tab on the pylons and filling the first third of each drop tank slot. The fuselage side mounted speed brakes have lovely detail inside but these need blanking off as

they are more or less based on the airbrake bays of an F-86 Sabre, and whilst from the same aircraft family lineage, the Fury had boxed in bays so I blanked these off with plastic card.

With the canopy masked up it was time for painting.

Colour options

Two options are given on the supplied decal sheet, both being for Gull Grey over White in the colourful era of US Naval aviation. A double sided single sheet of A4 gives a complete and concise marking and painting guide in full colour. Paint call outs refer to the Mr.Hobby Acrylic range with no other options given. First I sprayed the whole airframe with Alclad Fine Grey primer before polishing back with the finest of the Mastercasters sponge sanders to give a flawless finish

with which to proceed to main painting.

I painted the drop tanks and leading edges of the wings and tail with Alclad Aluminium before masking off the leading edges and adding some liquid mask via a sponge to the drop tanks for a chipped paint effect. A Dark Grey pre-shade was applied to all main joints and selected panel lines as the first stage of weathering. The lower fuselage and wings were sprayed with Tamiya XF-2 Flat White and the uppers were sprayed with Gunze H315 Gull Grey, with the airbrake bays being masked and sprayed Flat Red. Two coats of klear were applied via airbrush readying the whole thing for decals. These all performed superbly and settled down into the recessed details with Klear used as decal setting agent. A panel wash was applied using Promodellers Dark Grey wash, which is simplicity itself to use. A few streaks of Tamiya X-19 Smoke were added around the airframe at various panels and vents and some post shading of varying panels

with Tamiya Xf-19 Sky Grey completed the weathering, so I could use my old faithful Humbrol Matt Cote to even it all out.

Conclusion

With the rare Grand Phoenix kit on the second hand market and the very basic Matchbox offerings of the FJ-4 Fury being the only previous offerings in 1/48 of this important early US Navy jet, it was only a matter of time before a new state of the art tooling came onto the market. Enter HobbyBoss with this impressive kit. Whilst the mouldings are up there with the best, there are some silly omissions and errors, which, although easily remedied, are a nuisance all the same, but given the modest price of these kits they are extremely good value for money and can be recommended without hesitation. Fit was excellent all round and if built right out of the box it is a superb model.

SAMI



Skoda Kauba Sk P14.01

A & V **1/72**
BY WILLIE SMITH

In an attempt to counter the allied bombing of Germany the RLM issued a requirement for a point defence fighter. A number of proposals were put forward and eventually the Me 163 was the design that went into production. Among the other proposals were two from Skoda – the ramjet powered Sk P14.01 and the Sk P14.02.

A&V's kit of the first of these, which includes a launch trolley, is typical of their multi-media offerings. The sturdy box includes resin, white metal, vacform canopy, a generic brass fret and a small decal sheet. The instructions are very basic being just a three-dimensional drawing to help the assembly process.

Construction

The main parts went together after cleaning with no problem, and like most resin kits there are no locating pins so everything butt-joined together. According to the scale drawings I had available the nose intake is too large so I replaced it with a plastic tube of the correct diameter. Every joint needed a little filler and sanding except for the belly pan/skid section, which required a



TECHNICAL DATA	
Scale: 1/72	Price: TBA
Panel Lines: Recessed	Status: New Tooling
Parts: Resin 18, Etched 16, Vacform Clear 1, Metal 2	
Type: Resin	Decal Options: 1
Manufacturer: A & V	UK Importer: Hannants

fair amount of work to blend it in, and the panel lines in this area then needed to be re-scribed.

The cockpit detail consists of a couch for the prone pilot, pedals, brass seat belts and the cannon. After this was assembled it was given a coat of RLM 66 and the couch painted a leather brown.

The excellent and very thin vacform canopy was then fitted. The trickiest part was positioning the hole at the front for the cannon barrel to protrude at the correct angle, and it may have been easier to remove the barrel first and re-attach it after the canopy was secured. I then assembled the launch trolley as



supplied, but it is very basic and will need a fair amount of scratch building to bring it up to an acceptable standard.

Colour Options

I chose to apply a typical RLM 76/81/83 late war scheme using Xtracrylix paint, and then applied a combination of kit decals – which went on with no fuss – and some spares from an earlier project. The brass aerial mast was attached and the model given a couple of light coats of Xtracrylix Matt

Varnish to complete the build.

Conclusion

A&V Resins have done a nice job with this interesting paper project, and it is a very welcome addition for all Luftwaffe '46 fans. The kit is well within the ability of most modellers and after some extra work on the trolley will make a very nice addition to any display.

SAMI

Northrop YB-49 Flying Wing

with Douglas XB-43, McDonnell FH-1, Bell XP-83

ANIGRAND 1/144
BY MIKE VERIER

Anigrand's series of 1/144 kits including one large aircraft and a 'bonus' selection of smaller ones is becoming highly collectable with some interesting subject choices and excellent quality casting. The YB-49 Flying Wing is possibly one of my all-time favourite aircraft and to have it in this scale means Christmas came early this year! As if this wasn't enough the package includes an absolutely delightful XB-43 Jetmaster, a Bell XP-83 and a McDonnell FH-1 Phantom.

The castings are in the customary beige resin with crisp detail, albeit there are some air bubbles to deal with. Not too much of a problem with the primary pieces but some of the



smaller parts had suffered badly and were not useable. Clear resin has been used for transparencies and has improved of late with the cockpit for the '49 coming as part of an insert for the leading edge, which thus incorporates all the glazing.

Construction

The primary shape has been accomplished in just six pieces – centre section and outer wings, split top and bottom. This approach does leave the trailing edge rather thick and I would have preferred the lower wings to have been inserts to overcome this. Anigrand provide big locating lugs to help with alignment, an excellent practice. In order to ensure a step-free surface I made up the sections as complete top and bottom assemblies rather than trying to get the outer wings lined up with the centre section individually. This also allowed me to incorporate (almost) enough weight in the leading edge forward of the wheels, and a brass rod spar to maintain rigidity later. Once the wings were joined some work was needed on the intake strakes, which don't line up very well, but essentially you have the shape.

A quite detailed crew compartment is included but I only fitted the two pilots seats and the bombardier station as the aft area is invisible once the top is on.

A great deal of polishing and priming and polishing again followed before fitting the very fragile fins and coating with Alclad gloss black primer. Despite



drying for a week I was never entirely happy with this and it did have an adverse effect on the finish. I am given to understand that Tamiya Gloss Black will work and will try that next time. As no decals for the quite prominent walkway lines are provided I used .5mm masking tape (from Little Cars) to mask the black. The same product filled with Maskol enabled masking of the transparencies. Top coat is various shades of Alclad ranging from polished to dull aluminium. Photos show some discoloration aft of the two overwing vents which I simulated using Dark Aluminium.

Nicely detailed wheel wells are provided into which go sturdy and crisply detailed undercarriages. The instructions, always a little vague with Anigrand, actually show the mainwheel



assembly the wrong way round so take great care at this point (the actual castings fit the correct way within the wells).

The undoubted star of the 'extras' is the JetMaster, developed from the earlier, pusher propeller MixMaster. I saw this aircraft once in store at Silver Hill and this little gem does seem to capture it. The only major change I made was to the main wheel doors, which are depicted closed on the casting. It is possible that they only opened during undercarriage movement, but all the photos I've



found show the doors either open or not fitted at all, and it would appear that the aircraft was actually flown regularly with the doors off. The casting is quite thick at this point and all I had to do was drill right through and provide an inside skin with some rib detail from card and strip. The door geometry is quite complex but fairly easily cut from thin card - if ever a job cried out for some brass etch this is it.

The cockpit comes with seats and enough detail to suggest the general shapes. Fortunately there is sufficient space to get some weight over the nose wheel too. The wings are handed, and the locating pins and their corresponding holes in the fuselage have different spacing. Having said this they are a bit shallow and I still ended

to the fuselage still shows from some angles. What it did reveal was the sheer size of the aircraft, which was, in design terms, a scaled-up P-59.

Colour Options

These being prototypes there aren't really options as such. The '83 and '49 are natural metal, the '43 is natural metal with large areas of light grey on leading edges and the forward fuselage. The dark blue required for the Phantom is nicely offset by the exposed jet pipes.

Decals are good quality, go on well and prove to have ample density. They are simple and consist mainly of national insignia and serial numbers. The sheet also provides USAF titles for the wings of the YB-49, although photos would suggest that they were only applied late in the aircraft's career, as the USAF only came into being in 1947, and I left them off. Again, because this was a transitional period some of the national insignia are provided with separate red bars so that you can model the aircraft at different stages of development.

The one omission from the decals that would really have helped was the Jetmaster's complex and very prominent walkway areas, which again I had to create by masking the black undercoat.

Conclusion

You may have guessed that I like this package. It has filled a hole in my collection and provided an excellent bonus addition – if you haven't yet tried 1/144 for big jets this is a great one to have a go at - keep 'em coming!

SAMI



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Martin Marauder Mk IA

VALOM 1/72
BY IVOR RAMSDEN

About 100 softish grey polystyrene parts, 19 in very clear polystyrene, a small fret of etched brass and seven nicely-cast resin parts are what you find in the box, with a small decal sheet and an instruction booklet. Whilst detailed, the instructions leave the modeller guessing at a number of crucial stages although clear photographs of the instrument panel, gun turret and undercarriage help a little. A comprehensive colour chart gives names, FS numbers and four model paint makers' equivalents. Colour details are given throughout the booklet but I have to question some of the suggested colours. I can just about believe that Azure Blue is a possibility for the wheel wells, but surely not for the crew seats and the interior of the engine cowlings? And what about Gunmetal and Azure Blue for the interior of the dorsal turret? This should more likely be interior green or the dark bluish-green seen on most B-17 and B-24 turrets. On the plus side the parts are well-moulded with no flash and the exterior detail is very good, with fine recessed rivet and panel detail which can still be seen under a coat of camouflage paint.

Construction

The kit depicts a Marauder IA which means you must add a 2mm thick packing to the roof of the nosewheel well to give the impression of this version's longer nosewheel leg. This is clearly explained in the instructions. The cockpit interior detail is good, with side wall details moulded into the fuselage halves and etched brass harnesses, instrument panel, engine and propeller control levers and rudder pedals. It is a pity that the structural detail does not extend into the very visible bomb aimer's compartment which is very bare, with just a seat – even the very prominent bombsight is missing. A helpful drawing shows you where to add vital nose weight, but not how much to add. As a result I erred on the side of caution with the result that my Marauder sits firmly on all three wheels and could happily double as an anchor for a small boat.

Step 4 shows the fitting of the small windows to the fuselage. Note that ventral windows C7 are best fitted after assembling the fuselage and that they should be separate openings, not one window. This isn't made clear by the instructions or the painting guide and I recommend reference to plans and particularly photographs throughout the build.

The dorsal turret is well detailed, with the gunner's armour plate, seat and seat belts, and detailed drawings help with its assembly, however the turret's location in the fuselage is very vague. I followed the instructions, trapping it between the fuselage halves, and ended up with it sitting way too high. I suggest you leave it out until the fuselage is complete, then



TECHNICAL DATA

Scale: 1/72	Kit No: 72028
Price: £31.50	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 95, Clear 16, Etched 56, Resin 7	
Manufacturer: Valom	UK Importer: Hannants
US Importer: Squadron	

install it as a unit together with its canopy. You will have to enlarge the hole in the spine a little but then you can fit the turret at the correct height. Take great care not to lose it inside the fuselage because it will never come out again.

All the wing and tail sections will benefit from rubbing down to give thinner trailing edges. Once the wing halves are joined their butt-joints to the fuselage will need some drastic cleaning up to leave a flat surface for secure fixing. A lot of care is needed in setting the wings at the correct dihedral angle – the upper surfaces should be horizontal – and a lot of filler is needed to clean up the joint.



I tried to limit my filling to preserve as much surface detail as I could but the joint is still very visible. The underside is dreadful; the wings are of deeper section than the fuselage stubs so a distinct lip is left which needs a lot of filler. The engines and upper cowlings are resin with fine detail on the engines but very deep holes representing panel fasteners on the cowlings. When installing the engines take care that you get them in the correct place in relation to the front of the cowlings. A detail drawing tells you to fit the firewall 14mm from the front but this will result in the engines being too far forward. I set my engines so that the front face of the reduction casing was level with the front of the cowlings, which results in the propellers sitting correctly. The exhaust fairings fit poorly and leave gaps which need filling.

Stage 14 shows the assembly of the tail turret and this is where things really go horribly wrong. The tail end of the fuselage comes in separate parts to the main sections, presumably to allow the production of different B-26 variants. These parts are wider than the main fuselage and need a lot of blending in which means further loss of detail. The tail turret bulkhead, part 67, is wider still. It should fit inside the main fuselage where



its position is indicated by a raised line but this isn't shown by the instructions, which would have you attaching it to the front of the two turret halves at a much later stage. By the time I came to build the tail turret I had assembled the main fuselage so I couldn't fit the bulkhead and it went in the bin. The rear section of the tail gunner's canopy, part C13, is fine but its front section seems to represent a solid section which doesn't appear on the real aircraft. This led me to study photos which show extensive glazed areas under the rudder which simply aren't there on the kit. I know that as a reviewer I should be building this kit straight from the box but I couldn't live with this error so I opened up the glazed areas in the fuselage, removed the front, frosted, part of the main canopy and installed new windows using thin plastic card strips as frames and Kristal Klear PVA to glaze. The size and curvature of the new windows are just about on the limit for using Kristal Klear but after turning the model upside-down whilst it dried the results look reasonable – certainly much closer than the kit.

The main undercarriage doors are supplied with bulges but early Marauders had plain doors. The parts are too thin to carve away the bulges so I left them as they were. The front undercarriage doors are supplied plain and photos of RAF Marauder 1As show this is correct, despite some references stating that the 1A's front doors were bulged to clear the extended undercarriage leg.

My model was finished with Humbrol and Xtracolor enamels. The small areas upon which the decals were to go were coated with Klear and the decals settled down well, although they need care in handling because once they fold, they are reluctant to straighten out. The roundels are a bit bright but were toned down by a pale grey-brown overall mist coat of paint, which I applied to give the model a faded appearance. About an hour after I had weathered it I read that the original aircraft had a service life of less than 3 months so it would never have faded so much. Grrr.

Colour Options

Just 19 Marauder IAs were supplied to the RAF, being used operationally by 14 Squadron. Decals are provided for one of its aircraft, FK375 Dominion Revenge in North Africa. The Mid-Stone/Dark Earth/Azure Blue colour scheme is shown

in a four-view drawing but the camouflage pattern is not completely accurate. I wasn't totally happy with the font style of the serial number which looks a bit modern to me but I couldn't find a photograph which clearly showed the actual shape of the letters and numbers so I left the decals as supplied.

Conclusion/Recommendation

This is without doubt the best of the very few early Marauder kits that have ever been on the market but it could have been so much better. The completed model is generally accurate in shape when compared with photographs and the exterior detail is first rate but it is badly let down by some strange errors, most of which I have outlined above. Only an experienced modeller will get the most out of it and to do so it needs a lot of dry runs, a lot of trimming, and above all it desperately needs an aftermarket upgrade set – new undercarriage doors, tail turret, bombardier's compartment details and, most significant of all, it needs a torpedo. Why Valom didn't include one is beyond me. 14 Squadron used Marauders on anti-shipping operations for which they carried a torpedo slung under the bomb bay. I found a torpedo from an ancient Frog Barracuda which, with the addition of an air tail from plastic card, really finishes the model off. At the price it should have been better and surely Valom, with their proven mixed-media skills, could improve it quite easily?

Finally I must recommend the 14 Squadron association website. For the modeller it includes some great photos of early Marauders including detail shots of this very aircraft without which I would have been struggling to build a decent replica. Secondly it allows you to read the stories of the men who flew them and serviced them, and sometimes died in them. To all of them – and here I use a word which is sadly devalued these days – respect.

SAMI



Fokker D XXI

SPECIAL HOBBY 1/48
BY JOHN BISSET

A fine and astonishingly complex kit, of an interesting and historic aircraft, I greatly enjoyed this build. It's not a quick job though. To build the pilot's seat alone takes 13 parts in plastic, photo-etch and resin. That includes the harness and seat adjustment arrangement.

One of the charming, but occasionally irritating features of this kit is that no parts numbers are shown on sprues. Instead, all parts identification has to be done by comparing them with diagrams in the instruction sheet. Don't be in too much of a rush to remove parts early. It's important to ensure you can orient the partially used sprues correctly.

Construction

The fuselage interior is almost a kit in its own right. The steel tube framework is built up from side and base frets, with a series of other cross struts and diagonal bracings added piece by piece. The assembled seat is attached to another set of frames, which include rollover protection, and most of the controls and ancillary items around the cockpit attach to the main fuselage framework. These are variously moulded in resin or plastic. Control column and rudder bar attach to



FOKKER D.XXI

TECHNICAL DATA

Scale: 1/48	Kit No: 48078
Price: £19.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 87, Clear 3, Resin 16, Etched 28	
Manufacturer: Special Hobby	
UK Importer: Hannants	US Importer: Squadron

a false floor at the front of the framework and it all fits nicely within the fuselage halves.

Since they represent light stringers and doped linen I painted the interior of the fuselage halves with a silvery grey colour with just a hint of red, since some manufacturers used a red lead coat on top of initial tautening dope to act as an ultra violet stopper. That red shade would lightly show through on the inner surface, although once the model is complete much of the interior detail is lost, which seems a shame. Unfortunately there is no easy way to open up the canopy to improve this. Careful study of



photographs suggests that the canopy opened sideways from the top, folding down on the port side. I couldn't think of any way to cut the kit's part to simulate this. Perhaps an aftermarket manufacturer will provide some vacform moulds?

The wings are simply assembled and fit well to the fuselage with a minimum of filler. I found it easiest to glue the wing sections together first then fit them to the

etched brass additions, it is a fiddly but worthwhile construction, with each very finely cast cylinder separately moulded. Care is needed to ensure accurate positioning of the parts, so I used five minute epoxy rather than super glue as this provides more adjustment time and some resilience against bumping and twisting while adding details. Cowling parts for the later P&W Twin Wasp engine



fuselage. One kit decal option is for a D XXI with slats, and although a diagram showing precisely where to cut the wings is provided, I decided to avoid this. Wing slats in reality are slanted openings from bottom top, that allow air to flow smoothly through. In this case that would be extremely difficult to model sufficiently well without filling in the wing interior first.

The Bristol Mercury engine is another separate assembly made of twenty four parts. Moulded largely in resin, with

are also provided in this kit, so I expect a late variant will be issued in future. Unlike the fuselage interior, the engine detail remains largely visible inside the cowling.

Colour Options

There are three decal options, though strictly four different models can be made, because one option is a winter machine, replacing the spatted fixed undercarriage with skis. With care you can change your model with the seasons, just like the real thing.

Because swastikas are still forbidden in some European countries, the Finnish markings are provided as white circles with straight blue bars. Separate blue crosses fit on top to make the swastikas. This works very well. The swastika, an ancient good luck symbol, still appears in Finnish Air Force decorations and elsewhere throughout Finnish culture. The dark green, black and yellow finish used on some Finnish D XXI's is an attractive scheme. Some machines were adapted in winter by roughly overpainting the black areas with white.

Conclusion

Overall this is a superb kit, strongly recommended to anyone with an interest in that fascinating and hard fought campaign, the Winter War. It is not an easy or quick model to build, but care and patience will be rewarded with a finely detailed machine. I look forward to seeing what the experts can do with this.

SAMI



P-40E Warhawk

HASEGAWA 1/32
BY ANGELO PICARDO

Hasegawa's release of the Warhawk comes neatly packed in a sturdy top opening box. Inside are fifteen light grey sprues, three clear, a sprue of soft vinyl caps and a decal sheet well up to this company's usual standard. The grey plastic parts are crisply moulded with no defects and feature very fine engraved detail. The transparencies are crisp, thin and very clear.

The instruction sheet is a twelve page booklet with sixteen assembly stages and a painting and decaling guide. All colour references are for the Gunze Sanyo range.

Construction

Assembly begins with a highly detailed cockpit, including a decal for the instrument panel, which features fine raised detail if you should wish to paint



TECHNICAL DATA

Scale: 1/32 Price: £31.99/US\$63.95
Kit No: 08879 Decal Options: 2
Type: Injection Moulded Plastic
Status: New Tooling
Parts: Plastic 193, Clear 5
UK Importer: Amerang/Creative Models
US Importer: Stevens International

so all the modeller needs to do is carefully mask the clear parts to produce a perfect seamless finish. Similarly, the cockpit windscreen



it. I cut the instrument faces out of the decal sheet and applied them using plenty of setting solution. A drop of five minute epoxy provided the lenses. The only thing that needs adding here is a seat harness, unless you use the pilot figure. I have seen some pilot figures in my many years of modelling but this has to be one of the best that has been included in a kit - extremely well animated, and in a very natural pose. I just had to use him.

The fuselage halves extend to just behind the cockpit, with the rear fuselage and tail section being a separate part, no doubt to allow other P-40 variants to be produced. There are a number of panel lines that need filling as they are not relevant to this version, and I used normal model filler thinned down with liquid polystyrene cement and this worked perfectly.

The portion of the fuselage behind the cockpit, where the clear panels are located, has been modelled with a different twist. The transparent parts include the surrounding solid portions,

includes the surrounding fuselage and you have two cockpit hoods. One for a closed canopy, the other for open.

The wings are next, including the undercarriage bays. A number of flashed over holes need to be opened

up for the gun camera fairing and the central stores rack, and the machine gun fairings are separate to allow for different armament fits. The navigation lights are provided as part of the wing, or they can be removed to allow the use of the clear parts. All control surfaces are moulded integrally.

The separate rear fuselage and tail assembly has a large alignment plug to ensure a positive, secure fit to the rest of the fuselage.

There is a choice of centre line store, either a drop tank or a 500lb bomb, and the connect braces are different depending on which you choose. The undercarriage is very well detailed, including the retraction and rotation cogs. All that needs to be added are the brake lines.

Colour Options

Options include a US Army Aircraft of the 9th FS, 49th FG, based in New Guinea in 1942 with RAF style Dark Earth/ Dark Green topside with an Azure Blue underside. The second choice is for a China based aircraft of the 76th FS of the 23rd FG USAAF. The camouflage is similar to the first option, except that the underside is neutral grey. This version also has a

shark's mouth emblem and Flying Tigers badge.

The decals are thin, well printed, and settle down perfectly over the surface detail. The colour density is good, so there is no bleed through from the underlying paint scheme.

Conclusion

In all this is another excellent kit from Hasegawa. It assembles with no problems whatsoever and the only filler needed was to fill in the panel lines as directed in the plans.

The break down of parts does suggest other P-40 variants are on the way and I can thoroughly recommend this kit.

SAMI



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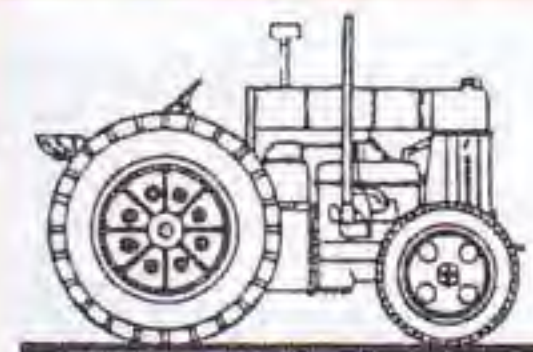
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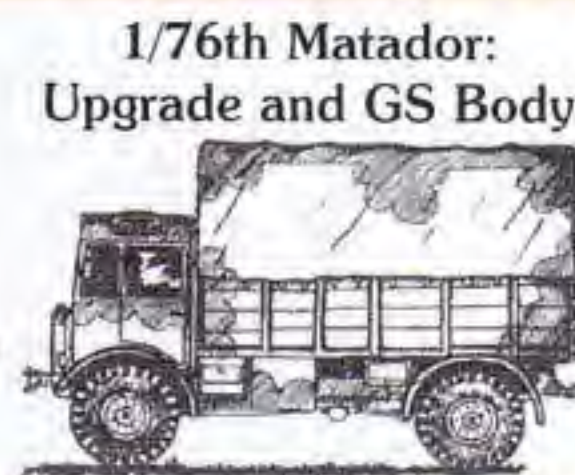
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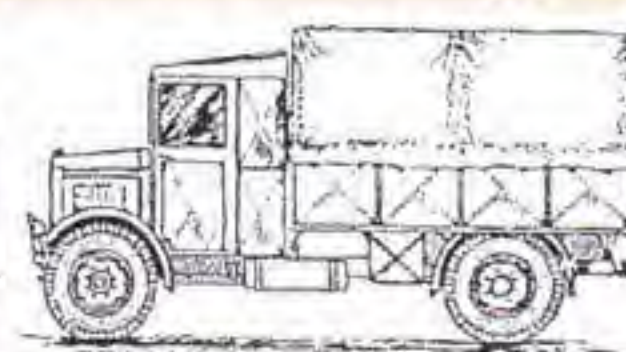
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Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

Big Pieces

EDUARD

Some big pieces for the recent 1/32 Trumpeter releases from Eduard this month, as well as the usual selection of colour updates and masks for the smaller scales. The colour Zoom set for the Revell Lancaster is particularly welcome, and will no doubt please a great many modellers with a pile of these high value kits waiting to be built.

1/72

F-22 Raptor Masks

Product No: CX214

Price: £4.10

Designed for: Revell kit

Su-15 Flagon Masks

Product No: CX216

Price: £4.10

Designed for: Revell kit

Lancaster Mk I/III

Product No:SS305 (Pre-paint/self-ad) Price: £5.65

Designed for: Revell kit

Lancaster Mk I/II Landing Flaps

Product No: 72472

Price: £15.40

Designed for: Revell kit

Seatbelts RFC WW.I

Product No:73016 (Pre-painted)

Price: £5.65

Designed for: N/A

1/48

J 35 Draken Masks

Product No: EX249

Price: £5.65

Designed for: Hasegawa kit

P-39/P-400 Airacobra Masks

Product No: EX250

Price: £5.10

Designed for: Eduard Weekend kit

Canberra B.I Masks

Product No: EX251

Price: £5.10

Designed for: Airfix kit

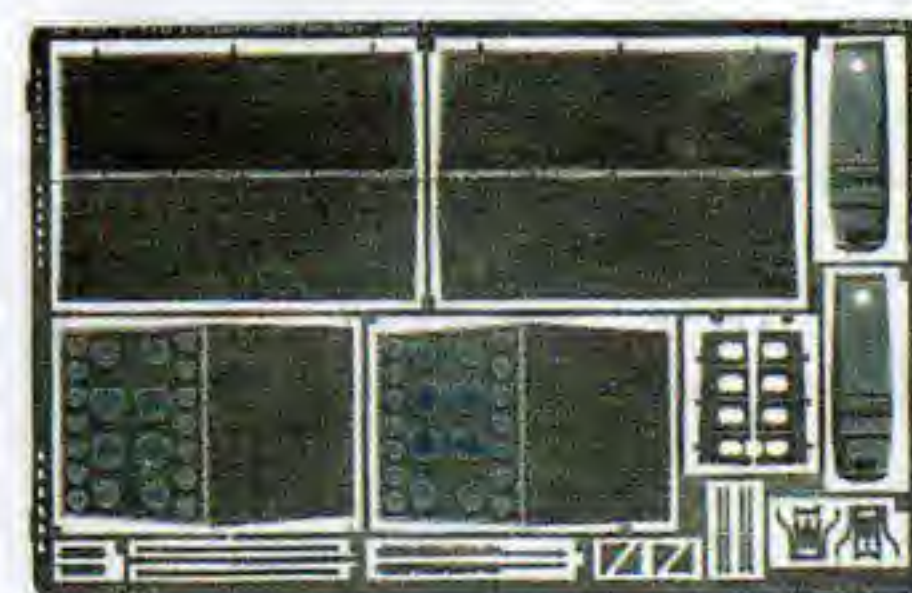
F4F-3 Wildcat Interior

Product No: FE412 (Pre-paint/self-ad) Price: £5.65

Designed for: HobbyBoss kit



Lancaster Mk I/III



Fw 190A-8

Product No: FE416 (Pre-paint/self-ad) Price: £5.65

Designed for: Hasegawa kit

F4F-3 Wildcat Engine and Undercarriage

Product No: 48590

Price: £12.85

Designed for: HobbyBoss kit

F4F-3 Wildcat Gun Bay

Product No: 48594

Price: £15.40

Designed for: HobbyBoss kit

Fw 190A-8 Landing Flaps

Product No: 48595

Price: £12.85

Designed for: Hasegawa kit

F4F-3 Wildcat

Product No: 49412 (Pre-paint/self-ad) Price: £13.85

Designed for: HobbyBoss kit

Fw 190A-8

Product No: 49416 (Pre-paint/self-ad) Price: £13.85

Designed for: Hasegawa kit

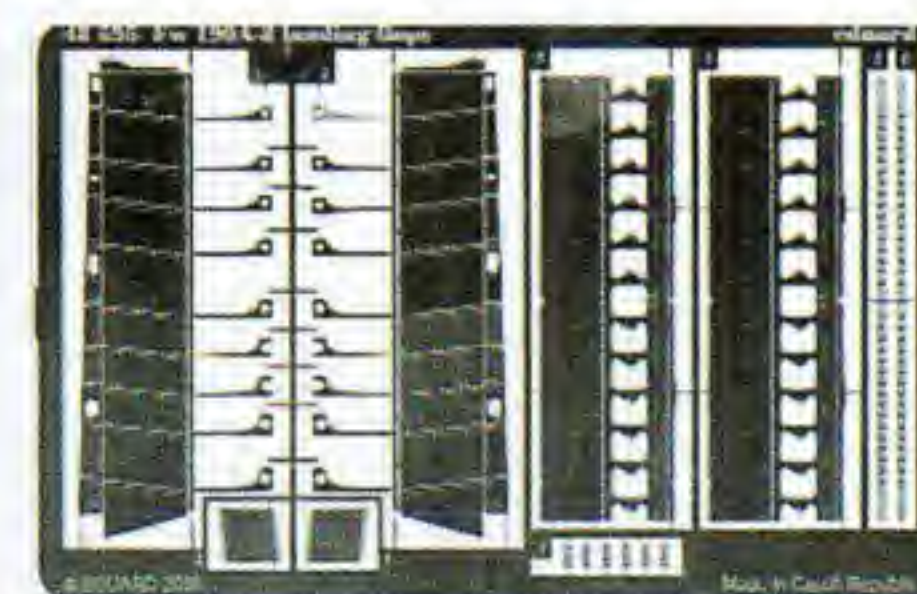
1/32

F6F-3 Hellcat Masks

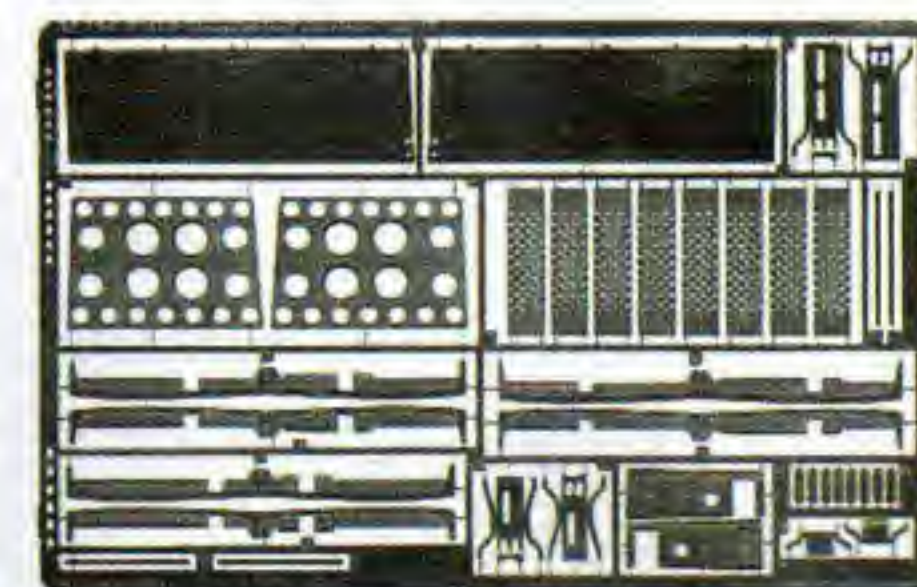
Product No: JX078

Price: £5.65

Designed for: Trumpeter kit



Fw 190A-8 Landing Flaps



P-47D Thunderbolt Gun Bay

F8F-3 Bearcat

Product No: JX079

Price: £5.65

Designed for: Trumpeter kit

P-47D Thunderbolt Gun Bay

Product No: 32194

Price: £17.99

Designed for: Trumpeter kit

P-47D Thunderbolt Wheel Wells

Product No: 32197

Price: £13.85

Designed for: Trumpeter kit

F6F-5 Hellcat Placards

Product No: 32609

Price: £7.70

Designed for: Trumpeter kit

German Seatbelts WWI

Product No: 32621 (Pre-paint)

Price: £6.70

Designed for: N/A

Trust Eduard to be right up to date with some of their products. Check out the website at www.eduard.cz, or contact Hannants or LSA in the UK, or Squadron in the US for the full range.

SAMI

Monogram Set

STARFIGHTER DECALS

A name change may be in order this month as Starfighter Decals' latest release is a very nice resin cockpit for the vintage Monogram F4B-4 recently

re-released by Accurate Miniatures. This kit has been the subject of three decal sheets from Starfighter and with this latest addition you can really bring this vintage kit up to date.

The resin is well cast, made up from nine parts, and will only require minimal clean up before use. The superb instructions use a mix of colour photographs and text to guide you through the assembly process.

1/72

72-200 F4B-4 Cockpit Set

Designed For Accurate Miniatures/ Monogram

Price \$7.50

Conclusion

A very simple update to this classic kit and I hope that a similar set is in progress for the other Accurate Miniatures Monogram reissue - the Curtiss P-6, which has also been the subject of a decal sheet from Starfighter.

If you are interested in this manufacturer's range they can be viewed and ordered online at www.starfighter-decals.com

SAMI



Super Sleds

R-FLIGHT

R-Flight is an offshoot of Renaissance Models, a French manufacturer producing a range of resin and decals for the car modeller. They are concentrating on upgrades and decals for French Subjects and this month we are mainly concentrating on resin for Trumpeter's F-100, which is also the subject of a sheet in the Decals section.

We also have one of the few 1/35 scale releases, this time a set of wheels with nice tread detail for the recent Tri-Star Fieseler Storch.

1/72

RF72/009 Modern Seat Belts Harness Buckles

This sheet provides 10 buckles and harness details to which you need to add paper or foil straps.

1/48

RF48/039 Modern Seat Belts Harness Buckles

Identical to the set listed above but supplies only 3 buckles though with more etched detail.

1/35

RF35001 Fieseler Fi 156 Storch Treaded Wheels

1/32

RF32010 Reconnaissance Tanks for French F-100 Sabres

This provides two Pods which are carried on the inner wing pylons of the F-100, one has recessed areas for the camera windows and the second is just a plain pod.

RF32011 F-100 Replacement Wheels

Perfect for those who dislike Trumpeter's vinyl and plastic wheels.



RF35001 Fieseler Fi 156 Storch Treaded Wheels



RF32011 F-100 Replacement Wheels

RF32018 F-100 Corrected Intake

This simple resin part replaces the forward intake and associated trunking and is a far more accurate shape than the kits parts.

Conclusion

None of these sets include instructions, which may have been helpful with the etched buckles. The resin is very distinctive as there is a very strong smell which I only notice on R-Flight parts, but the detail is to a very high standard and only minimal clean-up is required before use.

Our thanks to R-Flight for the samples which in the UK are normally available with the rest of the Renaissance range from www.little-cars.com

SAMI



RF32018 F-100 Corrected Intake



RF32010 Reconnaissance Tanks for French F-100 Sabres

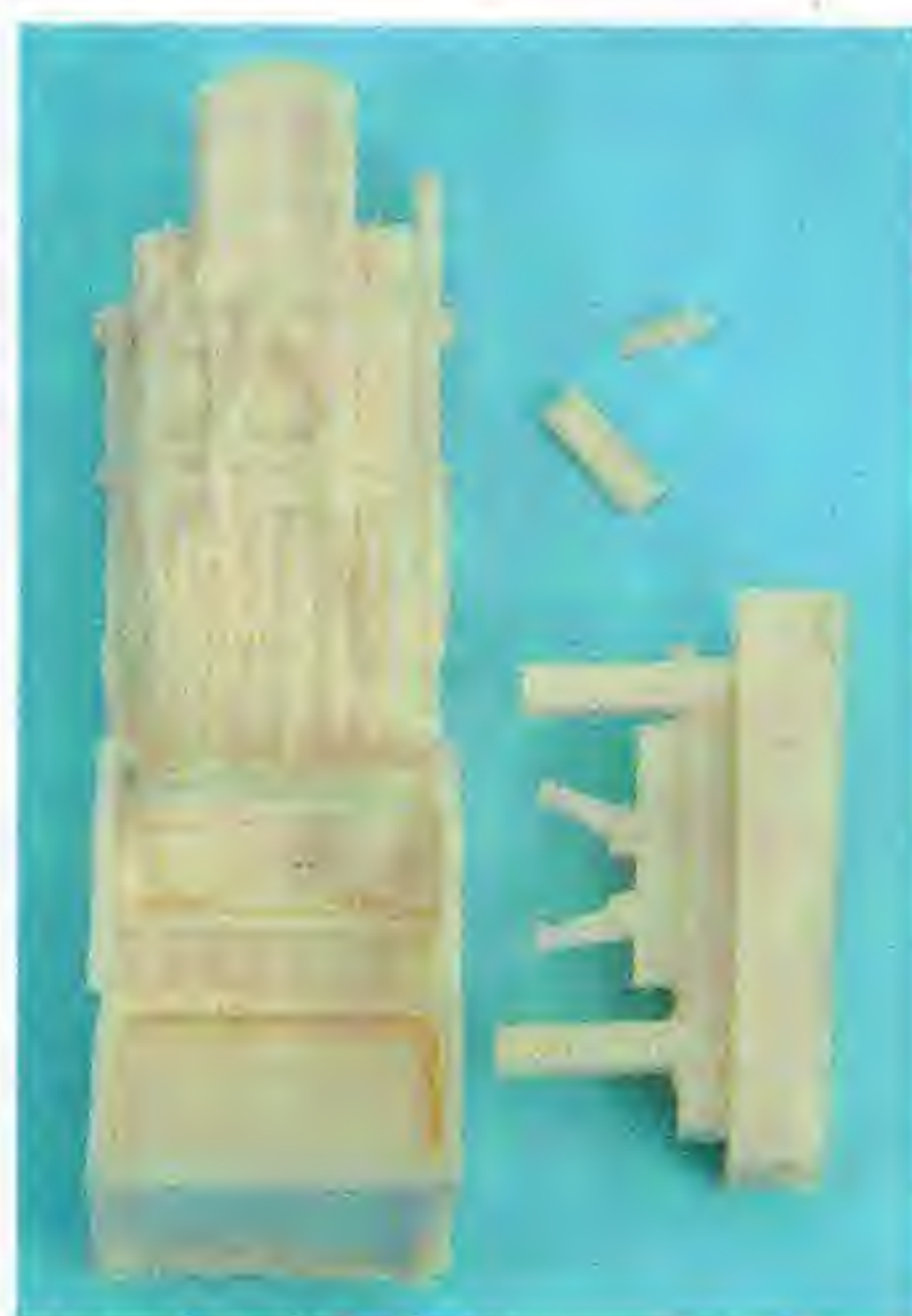
Aces High

LEGEND PRODUCTIONS

This Korean manufacturer is well known for their comprehensive armour conversions and figures but they also produce a selection of aircraft accessories. Their UK importer Friendship Models has just provided us with two of their recent releases- the ubiquitous ACES II ejection system in 1/32. Each seat includes some nicely



ACES II for A-10



ACES II for F-15

1/32

ACES II for F-15

Product LF3210

Price: £5.99

Designed for: Tamiya/Revell

ACES II for A-10

Product LF3211

Price: £5.99

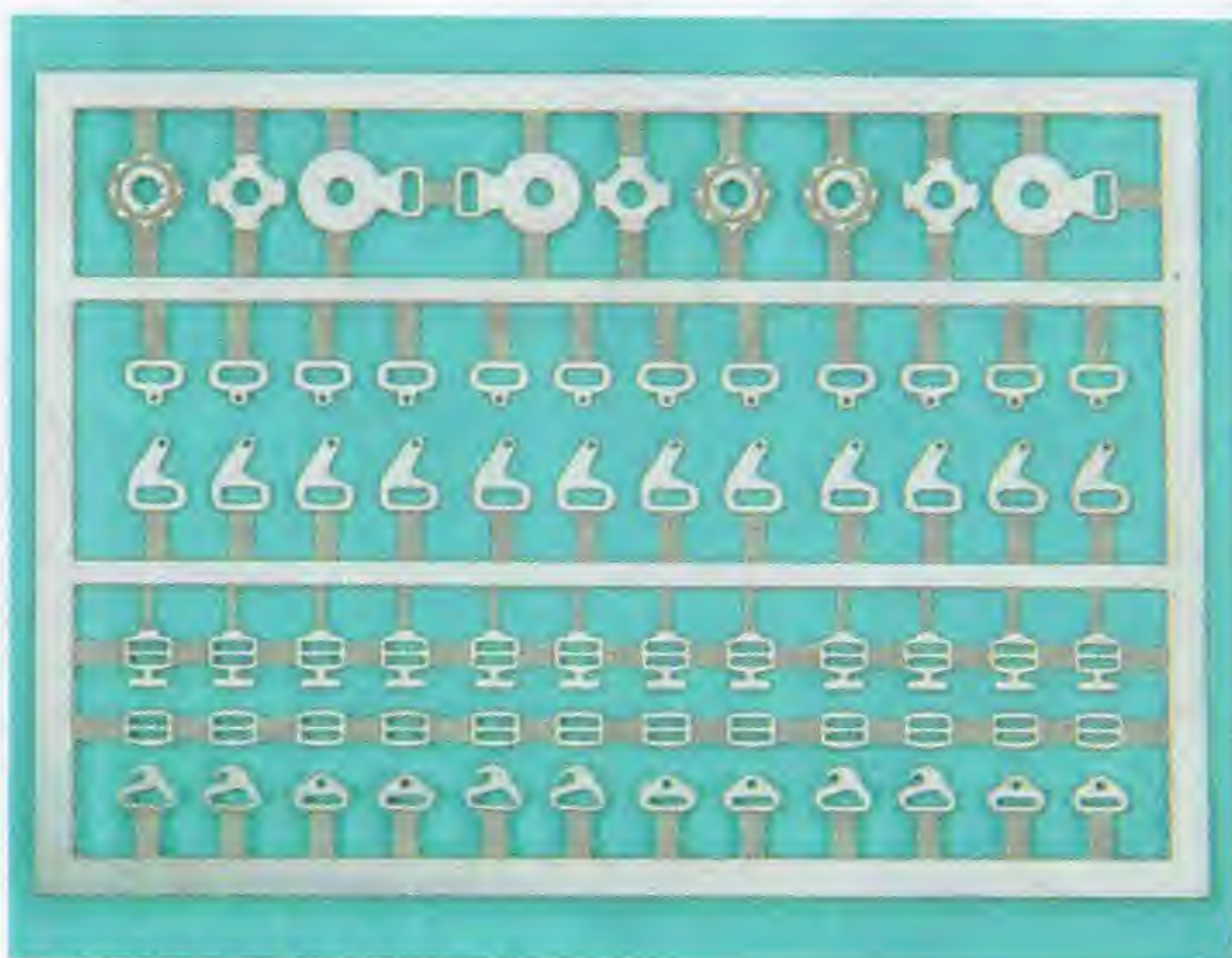
Designed for: Trumpeter

Conclusion

A very easy update to your 1/32 Eagle or Warthog and very reasonably priced, and though no instructions are included the colour box art provides a clear painting guide.

The whole Legend range can be purchased from Friendship Models' website at www.friendshipmodels.com but Friendship are very active on the model show circuit, so keep an eye out for them.

SAMI



RF48/039 Modern Seat Belts Harness Buckles

Aftermarket decal sheets are another of those crucial aspects of the hobby that excite much attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

Viking Wings

VINGTOR DECALS

This Norwegian manufacturer has established a reputation for producing high quality decals for the aircraft in Norwegian Air Force service through the ages. This month they have produced a sheet in both 1/72 and 1/48 for some of the most attractive schemes carried by Norwegian aircraft. For the period between 1946 and 1958 all training and

support aircraft were finished in a scheme of dark blue fuselage with yellow horizontal surfaces. This sheet provides markings for five different aircraft types, Oxford, Anson, Storch, Harvard and the only one with which I am not familiar, the Cornell. It is this type that also features in a really nice option adding a shark mouth and eyes to an already attractive colour scheme.



1/72

72-102 RAAF Training & Support Aircraft 1946-58

- 1. Fairchild M-62A Cornell, L-CD c/n T42-4118
- 2. Fairchild M-62A Cornell, L-BD c/n T42-1018
- 3. Noorduyn Harvard Mk IIB, M-BF c/n 14A-1099
- 4. North American SNJ-4, M-BG c/n 88-11545
- 5. Fieseler Fi 156 Storch, N-AG c/n KF-6 (rebuilt from *Werke Nr*, 5016)
- 6. Fieseler Fi 156 Storch, N-AB c/n KF-1

1/48

1/48-102 RAAF Training & Support Aircraft 1946-58

Exactly the same as listed above for 1/72.

Conclusion

I really liked this set, especially as it includes markings for a Storch that will look stunning on the new Tamiya Kit. Now all I have to do is find out what a Cornell is, and who make a 1/48 kit of it.

These sheets can be ordered for £9 in 1/72 and £11 in 1/48, including postage and packing, from Vingtorg's website at www.vingtorg.net.

SAMI

Boomerangs Back

RED ROO DECALS

The latest sheets from Red Roo feature aircraft that served with the Australians during the Second World War. The first sheet is available in both 1/72 and 1/48, and all four options are P-51Cs serving in Italy with 3 and 450 Squadron. Two of the Mustangs have the blown Malcolm Hoods, and to add some colour three of the options have light blue rudders with the Southern Cross applied in white.

The final two sheets are for one of my favourite types of the Second World War, the CAC Boomerang, Australia's only indigenous fighter to see service. Last year Montex produced an amazing resin kit of this aircraft in 1/32 scale, and one

of the main things putting me off building this kit was the use of masks to produce the markings, and now I have no excuse as Red Roo's new sheets provide no less than six options, all of which have colourful nose art.

1/72

RRD72-51 P-51C in Italy 1944/45 3 & 450 Squadron RAAF

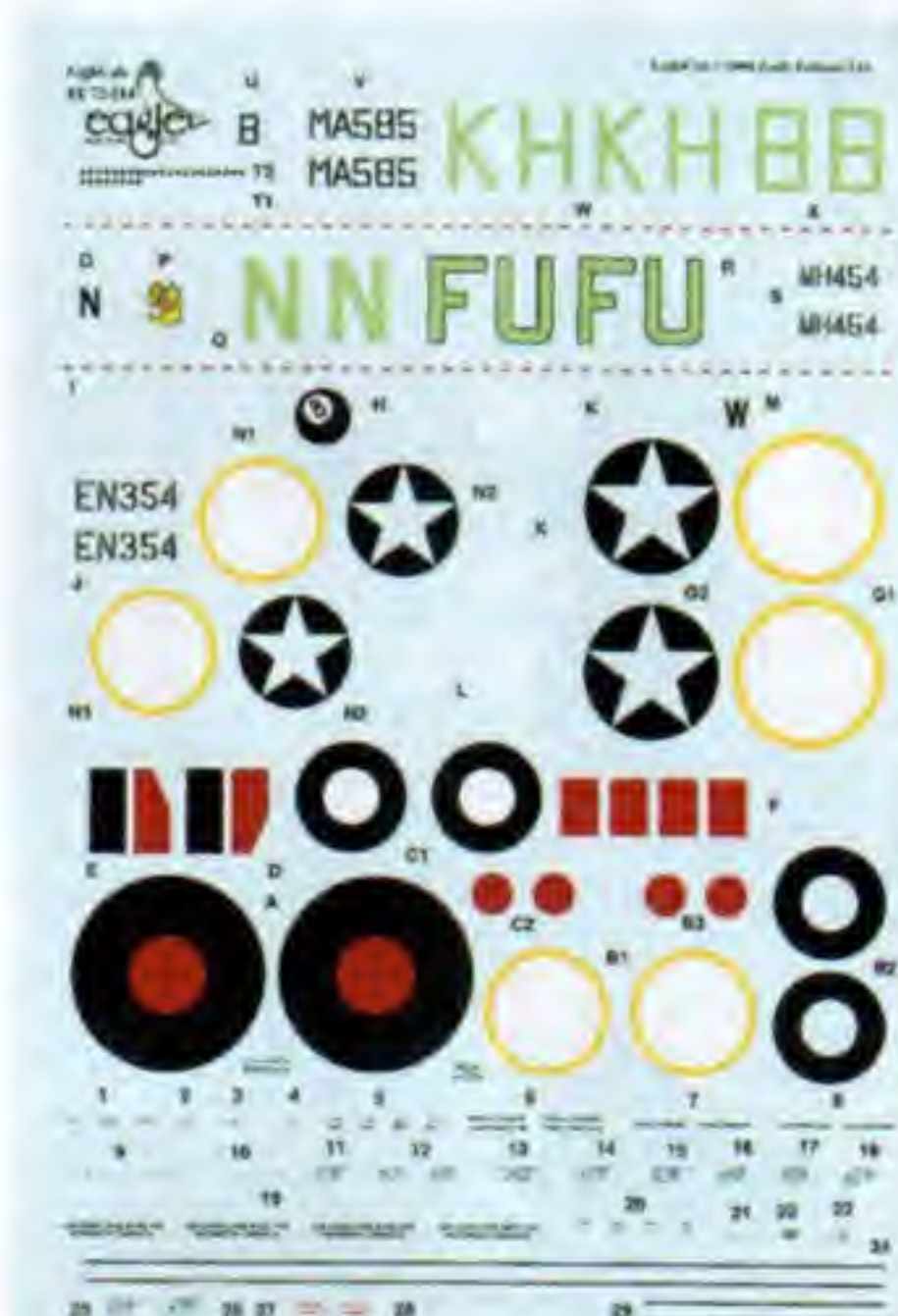
- 1. KH631-CV-V, Mustang Mk III, 3 Squadron, Italy, early 1945
- 2. FB244/CV-V, Mustang Mk III, 3 Squadron RAAF, January, Cervia, Italy, early 1945
- 3. FB128/CV- $\langle \rangle$, Mustang Mk III, 3 Squadron RAAF, Lavariano, Italy, April 1945
- 4. FX880/OK-, Mustang Mk III, 450 Squadron RAAF, Lavariano, Italy, April 1945
- 5. FB244/OK-F, Mustang Mk III, 450 Squadron RAAF, Lavariano, Italy, April 1945 after being transferred from 3 Squadron
- 6. KH616/CV- $\langle \rangle$, Mustang Mk III, 3 Squadron RAAF, Fano, Italy, December 1944



Spits and Storches

EAGLE CAL

New sheets from Eagle Cal are always welcome and for a change this month's new sheets are dominated by



EC114 Spitfire Mk IX Part 1

the Spitfire Mk.IX rather than Luftwaffe types. The Spitfire sheets are available in all three major scales and provide an interesting selection of markings including one with female nose art. To stay true to their roots there is one sheet devoted to the Fieseler Storch and this provides markings for aircraft operating in both North Africa and Russia with camouflage schemes to match. As is normal with this manufacturer the instruction sheets are well detailed with colour profiles and text that clearly describes the details of individual airframes, but unlike previous sheets only one black and white photograph is provided for one of the Storch options.

1/72

EC114 Spitfire Mk IX Part 1

- 1. Spitfire Mk IX KH-B MA 585 Pilot: Plt Off George 'Buzz' Beurling, 403 Sqn RCAF, Sept 1943

- 2. Spitfire Mk IX WD-W EN354 Pilot: 1st Lt. Leonard V. Helton, 452nd FG, June 1943
- 3. Spitfire Mk IX FU-N MH454 Pilot: Fg Off J. Boulton, 453 Sqn, June 1944

1/48

EC112 Fieseler Storch Part 1

- 1. Fieseler Storch 5./Sch.G.1
- 2. Fieseler Storch Afrika Korps
- 3. Fieseler Storch I./JG 54
- 4. Fieseler Storch 7.(H)/21 (Heeres)

1/32

EC115 Spitfire Mk IX Part 2

- 1. Spitfire Mk IX YO-R BS104 Pilot: Fg Off T.K. Ibbotson, 401 Sqn RCAF, August 1942
- 2. Spitfire Mk IX 21-E MK636 Pilot: Sqn Ldr Wally McLeod, 443 Sqn RCAF, June 1944
- 3. Spitfire Mk IX ZX-1 EN459 Pilot: Assorted PFT Pilots, 145 Sqn RAF, Spring 1943



EC115 Spitfire Mk IX Part 2

Conclusion

Eagle Cal are available in the UK from both branches of Hannants and from their website at www.eagle-editions.com

SAMI

Spook Specials

HI-DECAL

Latest sheets from Polish manufacturer Hi-Decal covers a selection of F-4D Phantoms from the US, Iran and Korea. The instructions are in black and white but are still easy to follow, with colour matches to Humbrol, Testors and FS colours. The decals are in perfect register and by using the kit's sheets for stencils you will be able to build one example from each country.

1/72

HD72-055 F-4D Phantom II

- 1. F-4D 66-8798, 151st TFS, 11th FW, Republic of Korea Air Force.

Teagu AB, 1990

- 2. F-4D 67-14884/3-616, 308th TFS, 32nd TFW, Imperial Iranian Air Force (IIAF). TFB.3 Nojeh, 1973
- 3. F-4D 67-14884/3-6712, 71st TFS, 71st TFW, Islamic Iranian Air Force (IRIAF). TFB.7 Hor, September 1980
- 4. F-4D 66-8802, 704th TFS, 924th TFG, USAF Reserve. Bergstrom AFB, Texas, 1988
- 5. F-4D 65-0801 111th FIS, 147th FIG, Texas ANG, Ellington Air National Guard Station, Houston, Texas, 1988
- 6. F-4D 66-0271 127th TFS, 184 TFG, Kansas ANG. McConnell AFB, Wichita, Kansas, 19868
- 7. F-4D 66-7751, 93rd TFS, 482nd



TFW. USAF Reserve. Homestead AFB, Florida, March 1984

1/48

HD48-025 F-4D Phantom II

Also available in 1/48 scale exactly the same as above for 1/72.

Conclusion

A really nice sheet, as Hi-Decal pick subjects not usually covered by other manufacturers. Even better - this sheet is available at a real bargain price of only £4.99 in 1/72 and £5.99 in 1/48 from Hannants.

SAMI

Latin Looks

ANDEAN DECALS

A new manufacturer has sent us samples of their first four releases, which are all for aircraft in use in South America. Aircraft featured include Kfirs, Mirages, T-33 and Canberras in schemes that are rarely illustrated on the tables at model shows. The decals are well printed and the small colour instructions clearly show the camouflage schemes with FS numbers supplied for the colours.

1/72

AN72-01 Ecuador Mirage and Dragonfly

- 1. Mirage F1 JA Ala de Combate 21 Escuadron de Caza 2112. Taura Air Base - 2007



- 2. A-37B Dragonfly Ala de Combate 31. Lago Agrio Air Base. Lago Agrio, Sucumbios 2007

AN72-02 Ecuador Kfir

- 1. IAI Kfir C2 - Taura Air Base 1995. Ala de Combate 21 - Grupo de Combate 211. Escuadron de Combate 2113 Leones

- 2. IAI Kfir CE - Taura Air Base 2006. Ala de Combate 21 - Grupo de Combate 211. Escuadron de Combate 2113 Leones.

AN72-03 Ecuador Canberra and T33

- 1. BAC Canberra B.6. Escuadron de Combate 1112. Mariscal Sucre Air Base Quito 1965-81
- 2. BAC Canberra B.6. Escuadron de Combate 1112. Mariscal Sucre Air Base Quito 1981-84
- 3. AT-33. Escuadron de caza Bombardeo 2112. Taura Air Base 1960
- 4. AT-33. Escuadron de Combate 2312 Tiburones. Eloy Alfaro Air base, Manta 1982/96

AN72-04 Ecuador and Bolivia Mentor and Turbo Mentor

- 1. T-34C Turbo Mentor, Escudrillia de Entrenamiento, Aviagavo Navel
- 2. T-34B Mentor, Grupo De Instruccion
- 3. T-34C Turbo Mentor, Escudrillia de Entrenamiento
- 4. T-34 C1 Turbo Mentor, Escudrillia de Entrenamiento
- 5. T-34B Mentor, Bolivian Air Force

Conclusion

Unfortunately we have no details of UK dealers stocking this range so if you are interested in them you need to contact the manufacturer direct via email, their address is fbsmac90@hotmail.com.

SAMI

Setting Free the Bears

SPADA DECALS

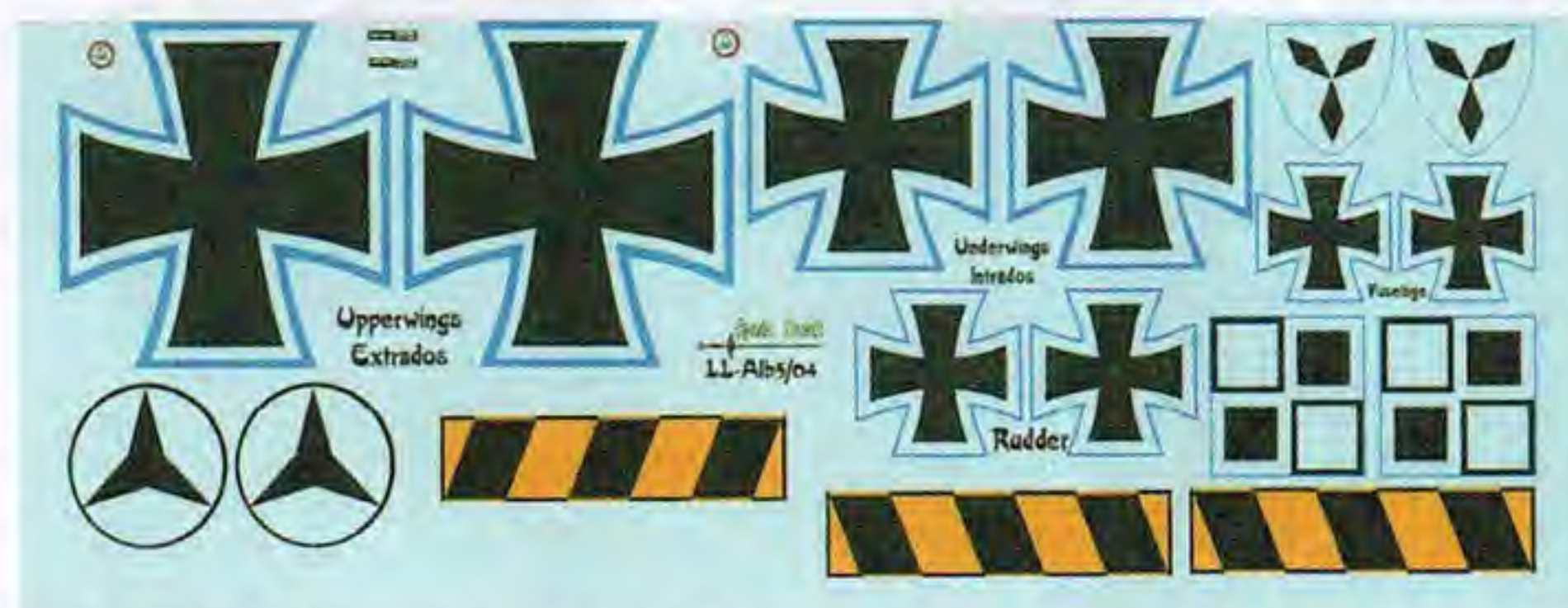
This month we have more World War I subjects, but the highlight for me is definitely the massive set for Trumpeter's recently released Bearcat. The French were the only service to use the Bearcat in action, over Vietnam, and this sheet has no less than 27 options, including a number with very attractive squadron badges on the cowling. The instructions are bilingual but there is a lot more French than English so some knowledge of the language may be helpful to get the most from them.

As usual it is worth noting that all of these sheets are in the Laser Line series so have an overall carrier film, not a big problem as you always have to cut out a decal from the sheet, but they may be slightly more delicate than conventional silk screen printed decals. As these sheets are printed to order they can also be produced in any of the major scales if required.

1/32

SDLL-Alb3/04 Albatross D.111 Gallery Vol 2

- 1. Albatross D.111 (OAW) This option has yellow tail fin and a yellow and black band on the fuselage, and also includes a camouflage mottle over a plywood base
- 2. Albatross D.111 Varnished natural ply with mottle camouflage



SDLL-Alb3/04 Albatross D.111 Gallery Vol 2



SDLL-Alb3/05 Albatross D.111 Gallery Vol 3

- and pilot's personal insignia on fuselage
- 3. Albatross D.111 Natural ply with a black and white quartered square on both sides of the fuselage
- 4. Albatross D.111, Natural ply with a white shield with a black device on both sides of the fuselage

SDLL-Alb3/05 Albatross D.111 Gallery Vol 3

- 1. Albatross D.111 This option has green tail surfaces outlined in red and a black pyramid with an eye on the fuselage sides
- 2. Albatross D.111 Varnished natural ply with a white tail, red heart on sides and top of the fuselage, oak leaves and swastika on the fuselage sides
- 3. Albatross D.111 Natural ply with a white rudder with a red circle top and sides of the fuselage
- 4. Albatross D.111, White fuselage and green tail with red trim and spinner, wheel covers

SDCLL-SoCam/08 Camel in Foreign Hands

- 1. Sopwith Camel, German, *Jasta* 26 with a black and white segmented fuselage

- 2. Sopwith Camel, Russian Red star in six positions with a black bat and skull on the fuselage sides
- 3. Sopwith Camel Latvian RFC colours with a red swastika on white circle six positions
- 4. Sopwith Camel Latvian, similar to option 3 with a clear doped finish

SD-LL-LCAT01/FR French Bearcats

All of the Bearcats on this sheet are finished in overall Glossy Sea Blue though many of the aircraft in the Far East were heavily weathered.

- 1. F8F-1, BuNo 94926, 'J'
- 2. F8F-1, BuNo 95014, 'K'
- 3. F8F-1B, BuNo 121509, 'C'
- 4. F8F-1, BuNo 94999, 'U'
- 5. F8F-1, BuNo 95220, 'U'
- 6. F8F-2N, BuNo 121601, '5'
- 7. F8F-1, BuNo 95164, 'H'
- 8. F8F-1, BuNo 95184, 'E'
- 9. F8F-1B, BuNo 95487, 'T'
- 10. F8F-1, BuNo 95105, 'P'
- 11. F8F-1B, BuNo 95472, 'B'
- 12. F8F-1B, BuNo 95015, 'P'
- 13. F8F-1, BuNo 95062, 'L'
- 14. F8F-1B, BuNo 95015, 'E'
- 15. F8F-2, BuNo 121537, 'G'
- 16. F8F-1, BuNo 94913, 'F'



SDCLL-SoCam/08 Camel in Foreign Hands

- 17. F8F-1, BuNo 95338, 'C'
- 18. F8F-1, BuNo 95128, 'R'
- 19. F8F-1, BuNo 94922, 'A'
- 20. F8F-1, BuNo 95035, 'W'
- 21. F8F-1, BuNo 94836, 'A'
- 22. F8F-1, BuNo 95489, 'I'
- 23. F8F-1B, BuNo 95172, 'G'
- 24. F8F-1B, BuNo 95172, 'G'
- 25. F8F-1B, BuNo 95098, 'B'
- 26. F8F-1B, BuNo 121491, 'R'
- 27. F8F-1B, BuNo 95492, 'P'

Conclusion

A nice selection of attractive colour schemes, and they will certainly add a touch of colour to your model shelf. The only negative I can see is that on the Bearcat sheets some of the white numbers have been printed with a blue background and this may be a bit difficult to match.

Spada decals can be ordered direct from their website at www.spada-decals.com

SAMI



SD-LL-LCAT01/FR French Bearcats

Shark Fest

R-FLIGHT

The latest decals from R-Flight complement the new resin sets for the F-100 by providing markings for the well known Djibouti based aircraft. These are



among the most distinctive Huns, even though they wear a French version of the American SEA scheme. The thing that sets them apart is the impressively large shark mouth that really suits the type. The instructions supply colour drawings for two of the 10 options on the sheet including an example fitted with a recce pod that has its own distinctive art work.

1/72

RF72/008 Shark Mouth Huns

- 1. F-100D 11-YB, serial 64017: Lt Lecointre/Adj Demange
- 2. F-100D 11-YC, serial 42156: Lt Jung/Sgt Kamalbatcha
- 3. F-100D 11-YD, serial 42235: S/Lt

Faure/Sgt Lorthes

- 4. F-100D 11-YE, serial 42125: Cne Emond/Sgt Leturgeon
- 5. F-100D 11-YG, serial 42148: Adj Weber/Sgt Guillez
- 6. F-100D 11-YH, serial 63937: L Cne Lecointre/Adj Demange
- 7. F-100D 11-YI, serial 42205: Cne Besomi/SgC Bringout
- 8. F-100D YJ, serial 42295: Lt Reverseau/SgC Hoff
- 9. F-100D YK, serial 4215: Cne Zurlinden/SgC Batot
- 10. F-100D 11-YM, serial 42138

1/48

RF48/038 Shark Mouth Huns

Exactly the same as RF72/008 as listed above.

1/32

RF32/013 Shark Mouth Huns

Exactly the same as RF72/008 as listed above.

Conclusion

These decals are very well printed and the only draw back for non-linguists like me is that the text instructions are totally in French.

R-Flight decals are available in the UK, with the rest of the Renaissance range, from www.little-cars.com

SAMI

eduard

BEST BRASS AROUND

32187 F6F-5 Hellcat exterior 1/32



32189 F6F-5 Hellcat undercarriage 1/32



48597 J-35 Draken exterior 1/48



72479 Lancaster Mk III exterior 1/72



more on www.eduard.com



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ICM72151 MiG-31B Russian Interceptor Fighter

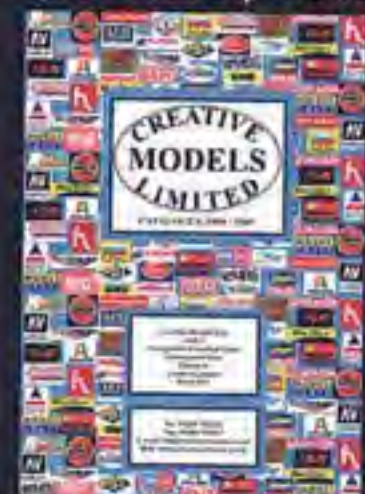


- LIN70561 1:32 Gee Bee R-1 Racer
- LIN70562 1:32 Laird Turner L-RT Racer
- LIN72581 1:48 British SE5A
- LIN72583 1:48 Curtiss Jenny
- LIN72542 1:48 Curtiss P6E
- LIN70507 1:48 A4D1 Skyhawk
- LIN70542 1:48 Blue Angels F11F-1 Tiger
- LIN70536 1:48 Convair X FY-1 VTO "Pogo"
- LIN70511 1:48 Corsair F4-U5N
- LIN71426 1:48 Douglas X3 Stiletto
- LIN72521 1:48 F100D Super Sabre
- LIN72523 1:48 F-8J Crusader
- LIN75312 1:48 TBF Avenger
- LIN70540 1:64 B-58 Hustler Bomber

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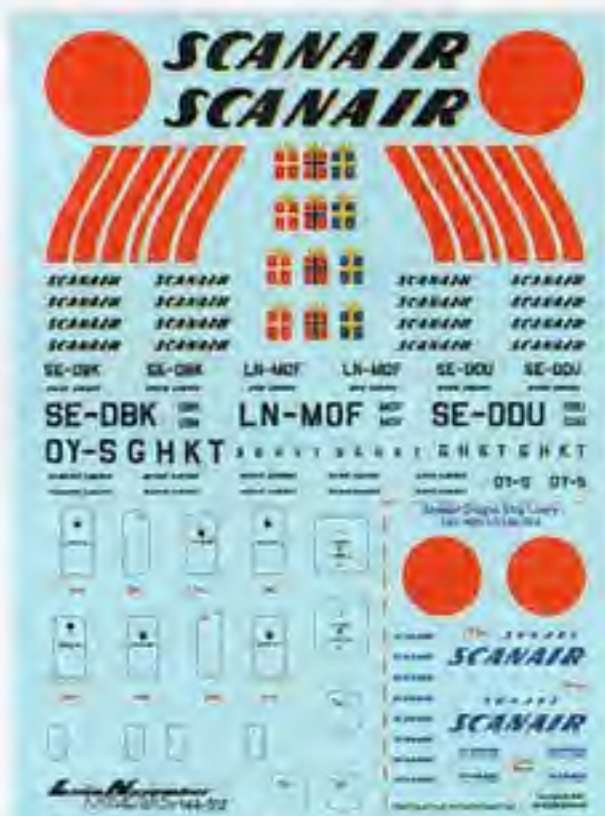
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Don't Mess with SAS

LIMA NOVEMBER

This month Lima November have really pulled out the stops producing three sheets that will enable you to build all DC-8s that flew with SAS and its charter sister company Scanair from the 1960s until their retirement in the 1990s. During this time period we have two distinct SAS schemes - the classic Viking Long Boat with its dragon head and long



LN44-511 Scanair DC-8-55/62/63 Final colours

blue cheat line, and the more minimalist Rainbow scheme, with a number of horizontal lines around the lower forward fuselage. Scanair used an identical scheme with an orange disc replacing the SAS titles on the tail.

The DC-8 was a very adaptable airframe and was available in a number of different fuselage lengths, from the short 61 to the medium length 62 and the extremely long 63. At present Minicraft produce the very long fuselage models and by following carefully designed marks on the inside of the fuselage these can be easily sectioned to produce the smaller versions. Clear instructions on how to do this are included with the kits.

1/144

LN44-504 SAS DC-8-55/62/63

This sheet provides markings for the classic Long Boat scheme, including alternative coloured glare panels, and you can build any of the following variants using the Minicraft or old Revell kit.

- DC-8-33 – 6 Options
- DC-8-55 – 3 Options
- DC-8-62 – 11 Options



LN44-504 SAS DC-8-55/62/63

- DC-8-63 – 9 Options

LN44-511 SAS DC-8-62/63 Final colours

This sheet provides markings for the modern Rainbow scheme, and you can build any of the following variants using the Minicraft kit.

- DC-8-62 – 3 Options
- DC-8-63 – 2 Options

LN44-511 Scanair DC-8-55/62/63 Final colours

This sheet provides markings for the modern Rainbow scheme with added Scanair markings but you can combine it with sheet LN44-504 to produce an early Scanair scheme.

- DC-8-62 – 9 Options
- DC-8-63 – 12 Options

Conclusion

These sheets are up to Lima November's normal high standards with very clear instructions and some well printed decals



LN44-511 SAS DC-8-62/63 Final colours

and will enable you to add a really important type to your model collection.

Lima November decals can be purchased in the UK from Hannants, and the full range can be viewed online at www.indecals.com

SAM

Post War Jugs

FREIGHTDOG

The latest decal sheet from Freightdog Models is of particular interest to modellers of RAF subjects in 1/32 as it covers the P-47 Thunderbolt. With releases of new kits by Hasegawa and Trumpeter there will be many modellers looking for alternative schemes for their models and these will make a pleasant change from the normal US-marked subjects. The instructions supply four-view colour drawings with a

painting guide matched to most major paint manufacturers' ranges as well as BS and FS code numbers.

1/32

FSD32 001 Republic P-47D Thunderbolts Immediate Post war

Options 1 and 3 are natural metal bubbletops with a blue nose and blue stripes across the wing and tailplanes, the second option is a razorback in a



camouflage of Olive Drab and Sea Grey over light grey.

- 1. Republic Thunderbolt Mk II, KL308 RS.C of 30 Squadron, RAF, based at Baigatchi, India, 1945

- 2. Republic Thunderbolt Mk I, HD154 18 of 73 OUT, RAF, based at Fayid, Egypt, 1946
- 3. Republic Thunderbolt Mk II, KL339, FLO of 81 Squadron, RAF, based at Kemajoran, Java, 1946

Conclusion

Freightdog decals can be purchased online from their website at www.freightdogmodels.co.uk.

SAM

A Candid Look

AUTHENTIC

Released by Olimp Models are two very interesting sets, one of which covers a subject in dire need of assistance – the Il-76 Candid, kitted by Trumpeter with such a disappointing set of markings provided.



144-01 Il-76 Candid

1/48

48-02 US Propeller Stencilling ETBC

Includes markings and stencilling for Aeroprop, Curtiss Electric and Hamilton Standard. This small sheet nevertheless provides fifteen each of the manufacturers' logos. Carrier film is individual, and the printing excellent.

1/144

144-01 Il-76 Candid ETBC

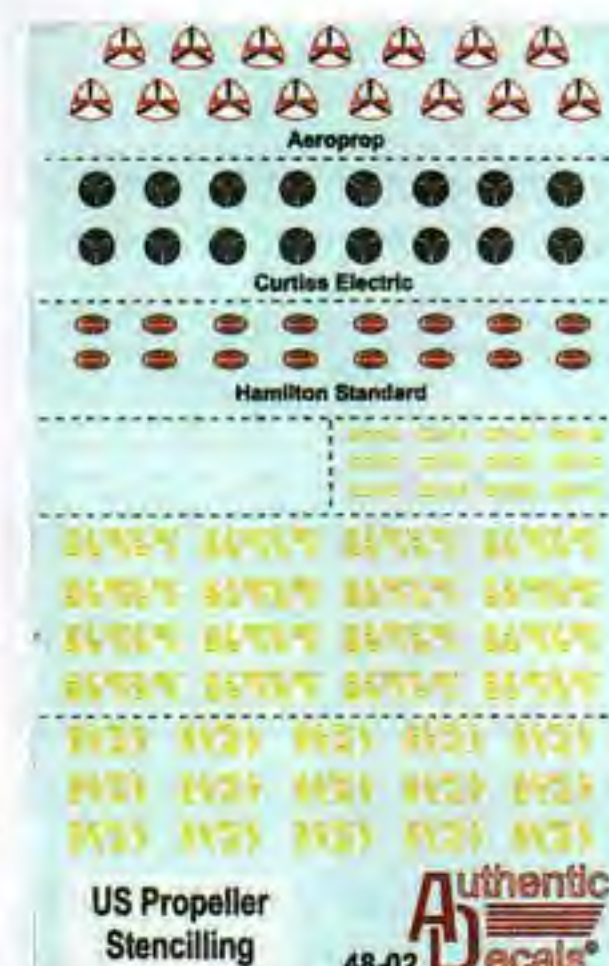
This very welcome sheet provides markings for six aircraft, and includes all individual markings but no stencilling. Of particular note is the Indian AF option, in a neat all-over grey.

- 1. Il-76MD, Russian Air Force, Orenburg-2 AB, 2001

- 2. Il-76MD, Russian Air Force, Tver AB, 2004
- 3. Il-76MD, Russian Air Force, Taganrog AB, 2003
- 4. Il-76MD, Ukrainian Air Force, Melitopol AB, 2006
- 5. Il-76MD, Belarusian Air Force, Machulishi AB, 2005
- 6. Il-76MD, Indian Air Force, Chandigarh AB, 2007

It is always good to see something new arriving in 1/144, and the Il-76 is a particularly deserving kit. Hannants carry the 1/72 items from Authentic, so presumably will stock these too. In the meantime take a look at www.olimpmodels.com to see what else is in the pipeline. There is a 1/144 set for the Tu-160 listed, and we hope to be able to bring you full details of this in due course.

SAM



48-02 US Propeller Stencilling

Modellers Profile

No 13

J 35 Draken

in association with

Hobbylink
Japan

J 35 J, 10/01, Flygflottilj 10, Swedish Air force based at Angelholm. This particular aircraft is the subject of the Airfix 1/72 kit

Angel Interceptor

The Saab Draken

by Jack Trent
photos via Andy Evans

To the mere dabbler in matters of Swedish aviation, few aircraft beyond the distinctive double-delta Draken and its big brother, the Viggen, will have stuck in the mind, and all the intricacy of Saab's post-war ingenuities will be little more than a dimly remembered Airfix boxart. Let's face it, to the bulk of us it's not exactly mainstream, although a look at the superb display frequently exhibited by the Swedish Airforce SIG is certainly enough to get one thinking. The SA Bulldog with the open cockpit and the scratchbuilt skids was one eye-opener. Now there are some new 1/48 kits around of Sweden's most famous fighter, no doubt there will be a few more.

The Draken was designed and built to replace both the Tunnan and the Lansen, two earlier Saab designs that

helped to bring the country into the jet age. The Draken was a successful and pioneering machine, and ushered in a whole new line of more sophisticated successors. In the heyday of the Cold War, however, it proved its worth as a supersonic fighter, and won export contracts despite appearing on the world stage in competition with other more



The Swedish Drakens were officially retired in December 1998



In the mid 1980s, Saab purchased back 24 J 35D aircraft from the Swedish Air Force and converted them into the J 35J version for export to Austria



The Royal Danish Air Force acquired 51 aircraft, equipping two squadrons

familiar and famous types – the F-104 Starfighter springs to mind.

Born into an era of suspicion and potential flashpoints – the procurement request that resulted in the Draken was initiated in 1949 – the type was obliged to fulfill a number of additional requirements, including the ability to operate from public roads, and for refuelling and rearming to be carried out in no more than ten minutes, even by conscripts with minimal training. Clearly Sweden was preparing to prepare itself for the worst.

As early as 1952 the unusual design was tested on a prototype known formally as the Saab 210, but unofficially as 'Lilldraken.' This proved the concept successfully, and the first full-sized machine took to the air in October 1955. The second prototype successfully broke the sound barrier during its ascent on afterburner shortly thereafter.

644 machines were built for the Swedish Air Force, commencing service in 1960, and lingering on, albeit in a much reduced capacity, until 1998, when the last of the J 35J variants were finally replaced by the Gripen. The aircraft, designed as an interceptor, was a highly maneuverable machine, with a very good turning capability that made it immensely popular with pilots. It underwent a number of upgrades throughout its long service life, and can

ultimately thank late delivery of its intended replacement for its longevity. Armament basically consisted of two 30mm M-55 ADEN cannon with 90 rounds each in earlier models, and four hardpoints for either fuel tanks or air-to-air missiles. Various additional stores configurations, including air-to-air rocket pods, fuel tanks or ground attack weapons were carried according to both mission and variant.

Export customers included Denmark and Finland, and in 1985, the Austrian Air Force purchased 24 J 35D s totally reconditioned by Saab, designated J 35Ö.

In Swedish service the J 35A was the initial fighter version delivered between 1959 and 1961. The tail section was lengthened during the production run to

In the late 1970s, an intensive study work was undertaken on a modification for the remaining S 35E and J 35F variants. The main goal was to give the aircraft strike capability while waiting for a replacement for the AJ 37 Viggen. This never bore fruit, and the aircraft remained solely an interceptor in Swedish service, although those machines exported to Denmark were strike aircraft capable of carrying AGM-12 Bullpup missiles, advanced electronic counter-measures equipment, and increased internal and external fuel stores. These were retired in 1993. Finland updated its fleet during the 1990s, but these too were retired in 2000. Austria was the last country to operate the Draken in military service. They acquired the J 35D and retained them in service until 2005, when they were replaced by former Swiss Tiger IIs, while waiting for new Eurofighters.

The Draken, then, seems to have quietly outlived most of its contemporaries. Whether or not this is due to luck, design, or simply the role



Austria bought refurbished J 35Ds, the last variant with two internal cannon, due to a local ban on carrying air-to-air missiles



Austria was the last country to operate the Draken in military service

house a new afterburner, which forced the installation of a retractable tail-wheel. The two versions were nicknamed Adam kort (Adam short) and Adam lång (Adam long).

The J 35B had improved radar and gun sights, while the SK 35C was a basic J 35A design rebuilt into a twin-seat trainer version, of which some 25 were converted. The J 35D had a new and more powerful Rolls-Royce Avon 300 (RM 6C) engine, and was the fastest variant, as well as being the last Draken to carry two cannon. The S 35E was a reconnaissance version, with radar and armament removed and several cameras fitted. The 28 aircraft that saw service were all converted J 35Ds.

The J-35F had improved electronics and avionics, while the J 35J was a service life extension program initially designed to keep the aircraft flying into the 21st century pending arrival of the delayed Gripen in active service.

General Characteristics

Length:	15.34 m (50 ft 4 in)
Wingspan:	9.42 m (30 ft 10 in)
Height:	3.89 m (12 ft 9 in)
Powerplant:	1x Volvo Flygmotor RM6C afterburning turbojet
Max speed:	Mach 2+, [1] 2,120 km/h (1,317 mph) at 11,000 m (36,100 ft)
Range:	3,250 km (2,020 mi) with external drop tanks
	Service ceiling 20,000 m (65,600 ft)



The aircraft's astonishing vintage is apparent in this head-on view

its operators envisaged for themselves upon the world stage is a matter for debate. What is certain is that its distinctive silhouette owes more in the mind's eye to the works of Gerry Anderson than to aerospace. It is a

uniquely attractive jet, coming as it does from an age of blunt technology, and as another of those unsung wonders of aviation history, is elegantly suited as a subject for this series. Let us hope that now it has been the subject of some

superb mainstream kits we will see some more aftermarket decals and accessories. Personally I will be painting one white, trying to source some decals, and allocating it to Rhapsody Angel on Skybase as a long-overdue replacement for the Falcon Interceptor. Now there's a 'What If' for you...

SASO



One of Fliegerregiment 2's aircraft marked up for an exercise makes a rapid ascent



The initial requirement demanded refuelling and rearming were to be carried out in no more than ten minutes

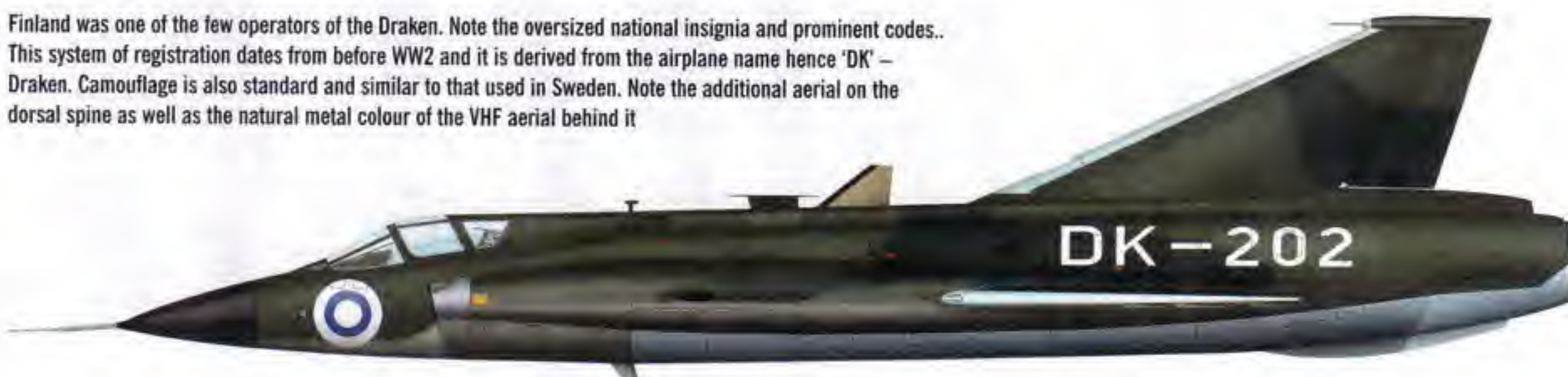


J 35D from Flygflottilj 18. This is a typical early version of the service aircraft in many respects. The inlet gills on the spine were later replaced with a small intake, and the early markings lack many of the service inscriptions and stenciling. The aircraft number is 14 and it carries the unit badge on the tail. This unit previously operated Hunters, designated J 34 in Swedish service

J 35B from Flygflottilj 18 based at Upsala. The aircraft wears standard camouflage consisting of 438M Blå Grå (Dark Blue) and 328M Mörk Oliv Grön (Dark Olive Green) on the topside and 058M Blågrå (Blue Grey) undersides. Note that the lower surface grey does not cover all areas and some sections are left in bare metal. Of note is the worn paintwork on the radome



Finland was one of the few operators of the Draken. Note the oversized national insignia and prominent codes.. This system of registration dates from before WW2 and it is derived from the airplane name hence 'DK' – Draken. Camouflage is also standard and similar to that used in Sweden. Note the additional aerial on the dorsal spine as well as the natural metal colour of the VHF aerial behind it

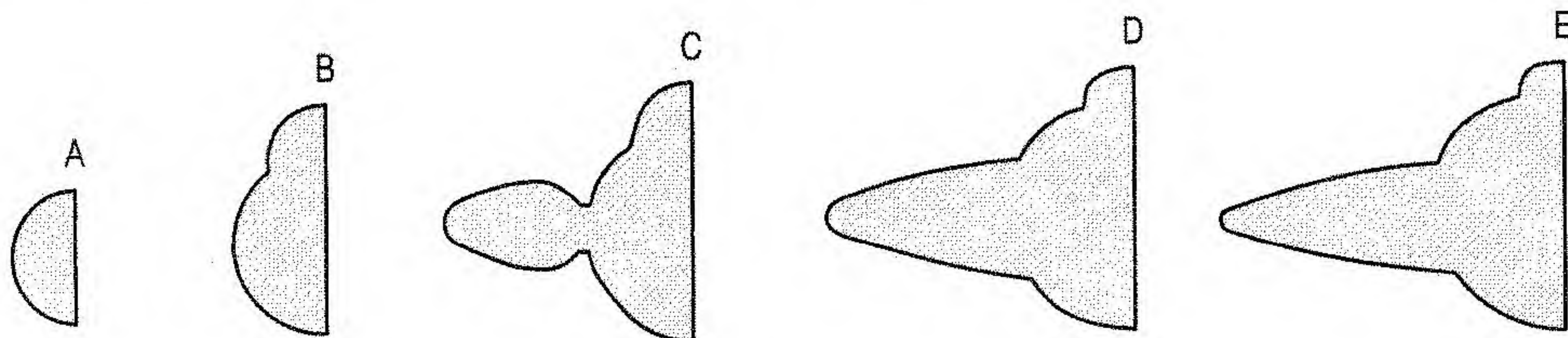


The A 35 XD is the version of the Draken developed for Denmark. It featured a more robust structure, gun pack pod capabilities, has no radar and its primary role was ground attack. The standard camouflage pattern was Olive Drab, FS14079 all over

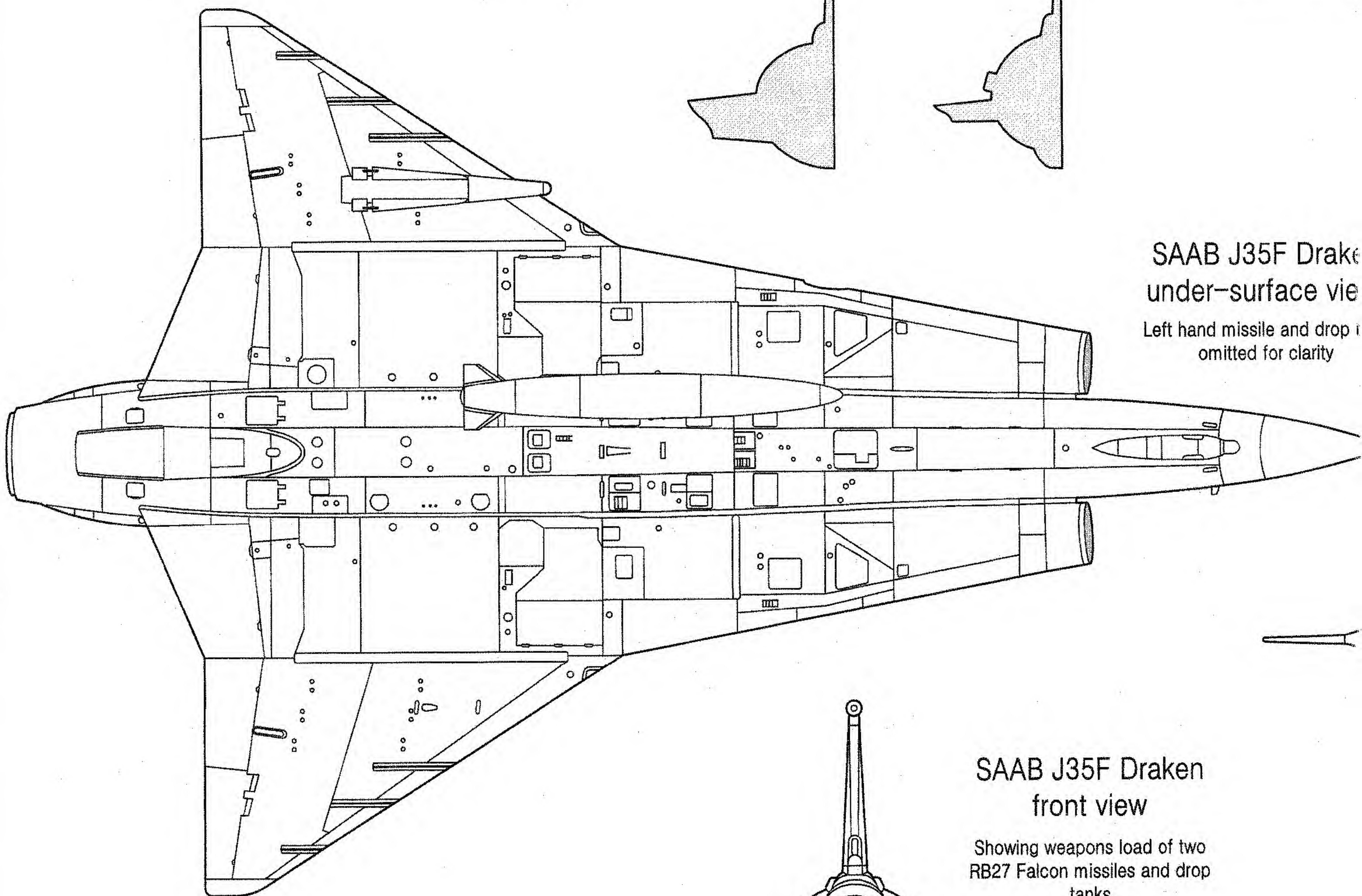
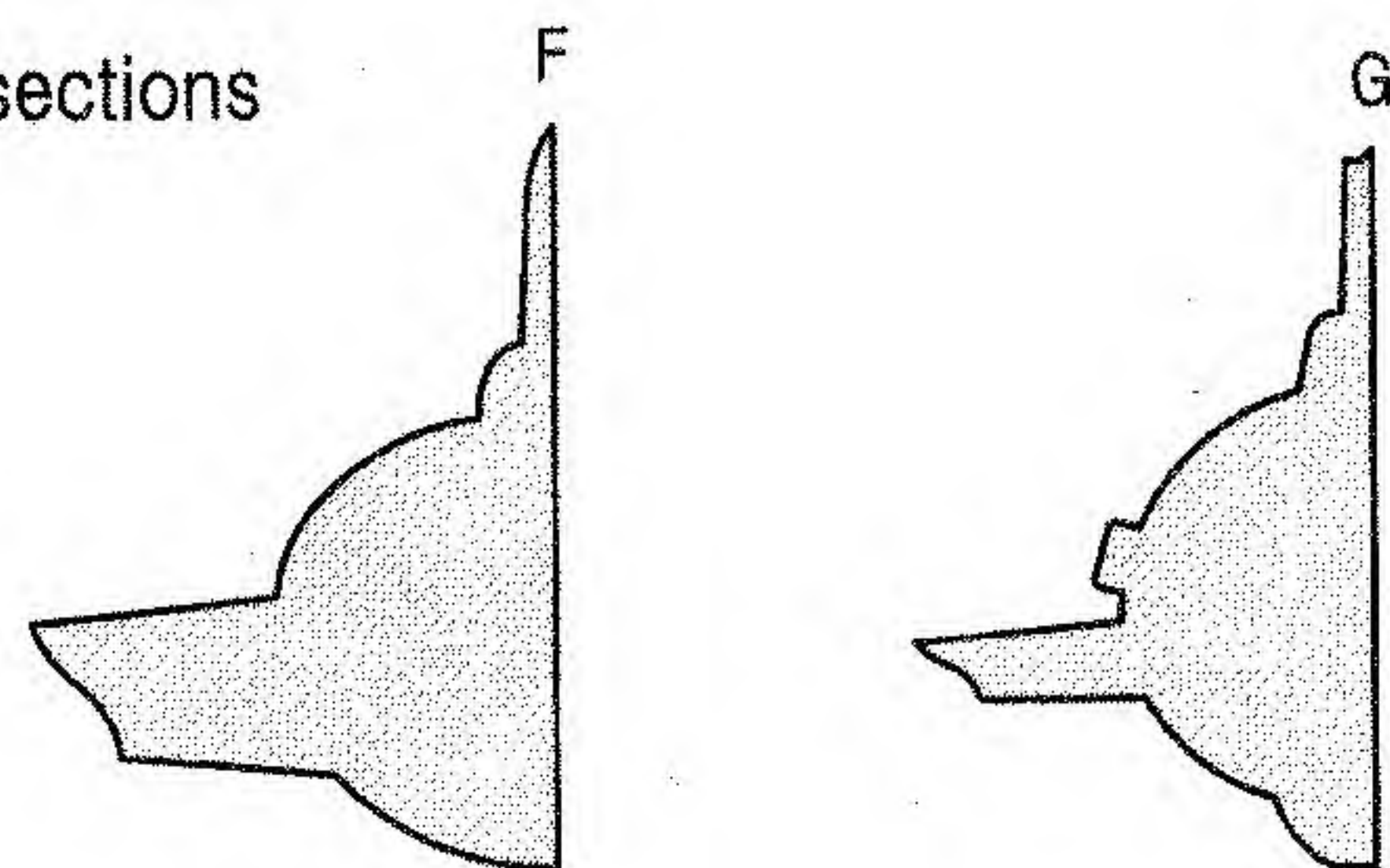


J 35Ö is the adaptation of the Draken for the Austria and this is basically a D model with the bubble type of canopy. This type was the last to be operationally used and it featured the latest low visibility camouflage, very close in appearance to the F-16, using FS36270 Medium Grey, FS36375 Light Compass Ghost Gray and FS36495 Light Gray. A total of twenty four aircraft were delivered to Austria



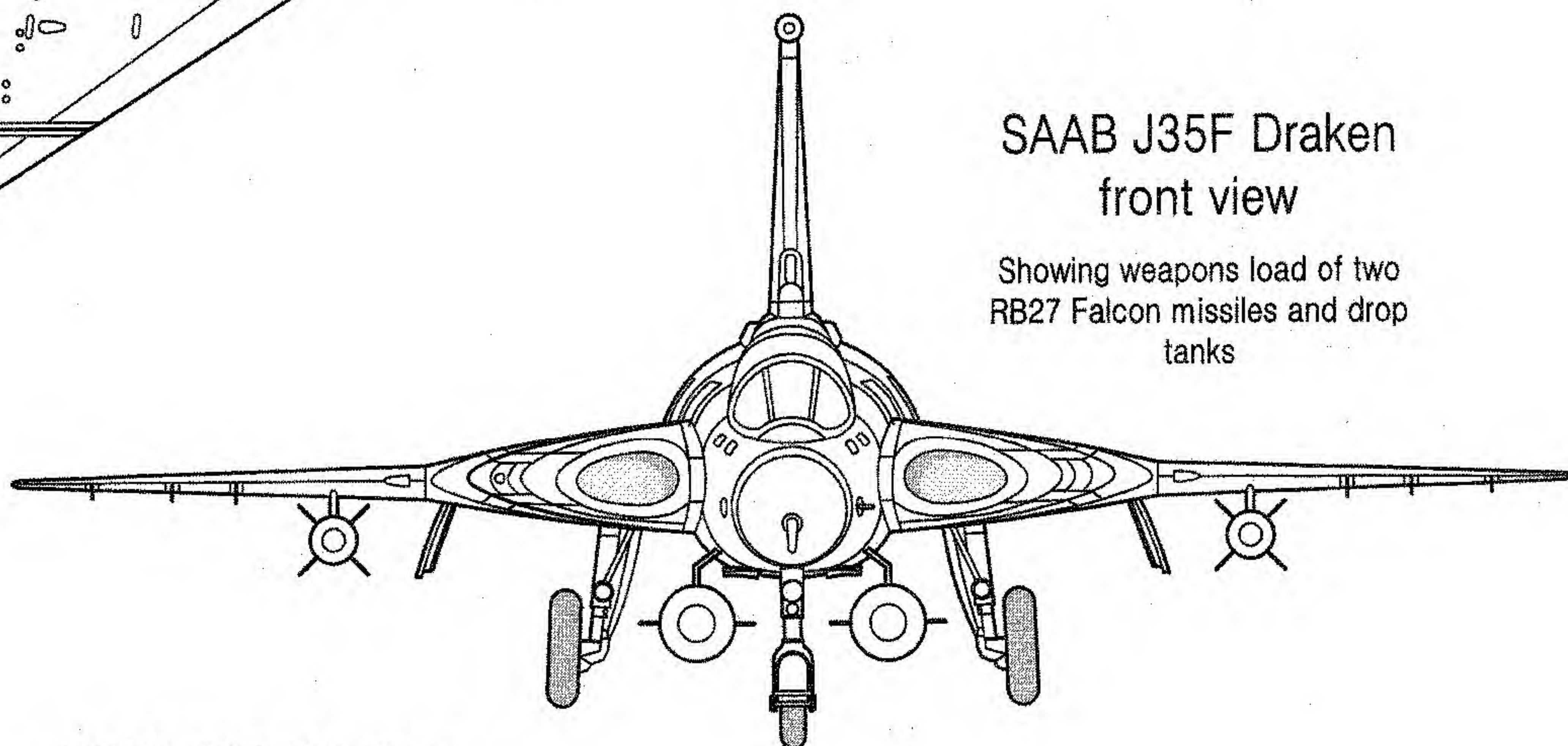


Fuselage Cross-sections



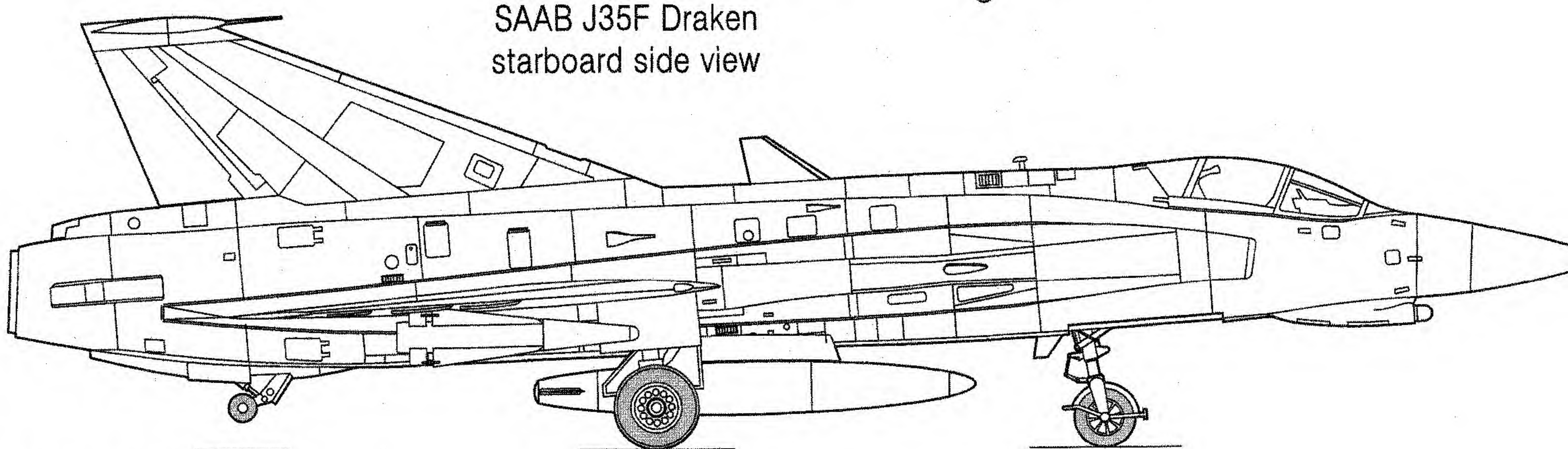
SAAB J35F Draken
under-surface view

Left hand missile and drop
omitted for clarity



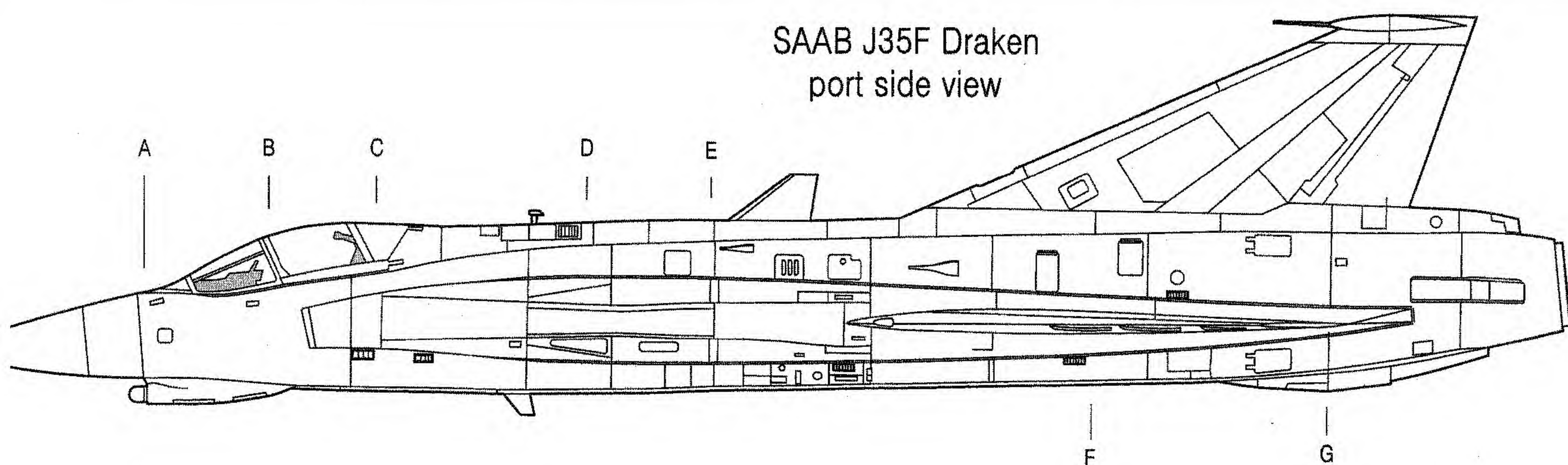
SAAB J35F Draken
front view

Showing weapons load of two
RB27 Falcon missiles and drop
tanks



SAAB J35F Draken
starboard side view

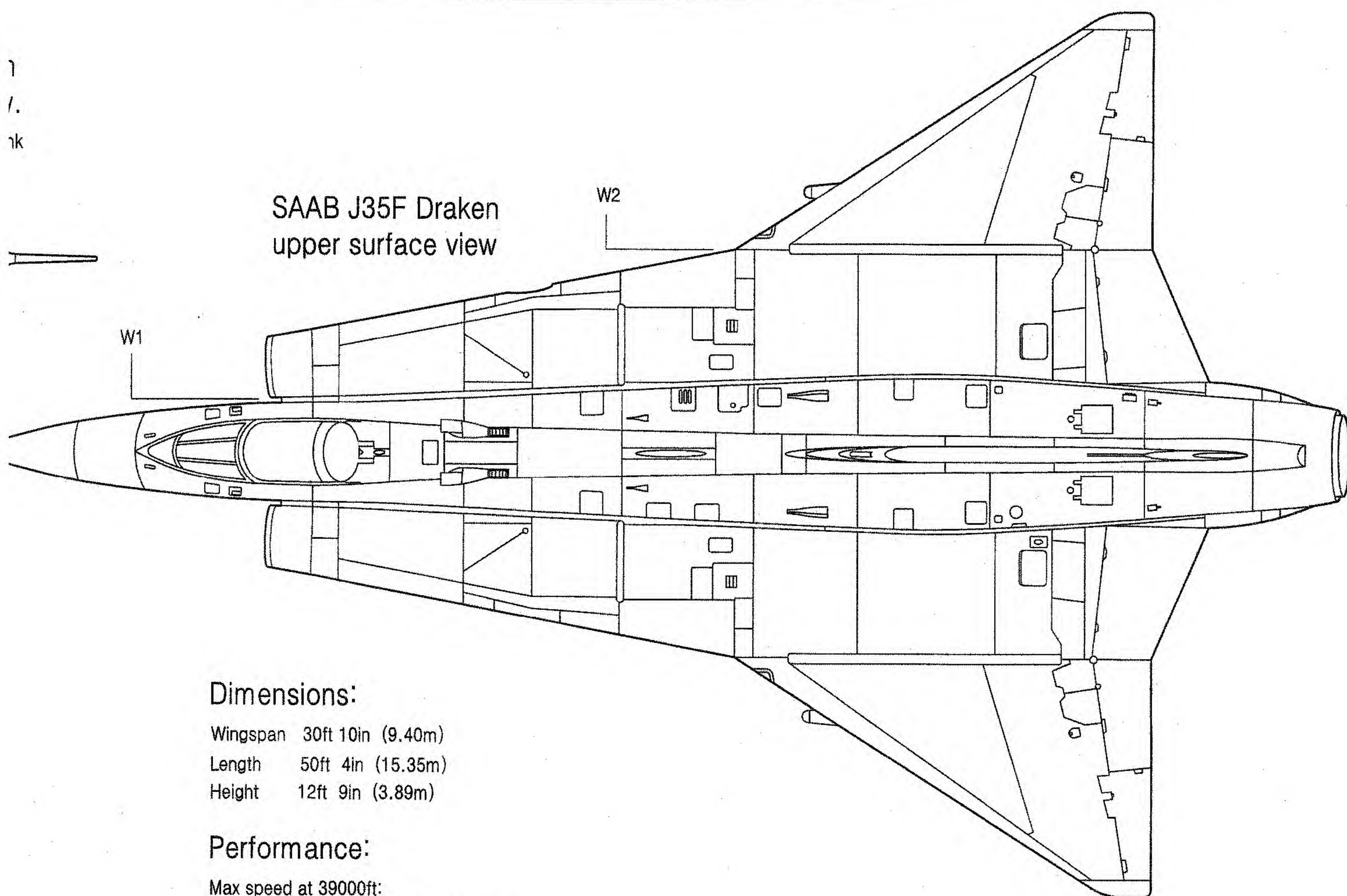
SAAB J35F Draken
port side view



Section W1

Section W2

SAAB J35F Draken
upper surface view



Dimensions:

Wingspan 30ft 10in (9.40m)

Length 50ft 4in (15.35m)

Height 12ft 9in (3.89m)

Performance:

Max speed at 39000ft:

Clean 1320mph (2125km/h) = Mach 2

With 4 missiles: 1120mph (1800km/h) = Mach 1.7

Armament:

Air Defence:

One 30mm Aden M/55 cannon with 90 rounds in right wing

Two semi-active radar-homing RB27 Falcon missiles

Two IR-homing RB28 Falcon missiles

Ground-attack:

Two 500kg bombs or:

Nine 100kg bombs or:

Twelve 13.5cm Bofors rockets

SAAB J35F Draken

Drawn by G E Whitehead

1/72nd scale



Trial by Draken

The J 35 in 1/48

by David Francis

How has SAAB managed to continually produce such good looking fighters while also meeting Sweden's rather unique operational requirement? Since the Second World War we have had the Draken, the Viggen and now the Gripen - all attractive types that were the equal in terms of performance to aircraft produced by the super powers, but also able to operate from motorways rather than airfields, and in extremely low temperatures.

A couple of years ago Hasegawa produced a 1/72 Draken and it obviously sold well enough that they decided to scale it up to 1/48. Just like its smaller brother the new kit has been designed with a number of separate sub-assemblies enabling the manufacturer to produce all of the single-seat variants over the next few years.

Construction

The cockpit is quite well represented with some fine engraved detail on the instrument panels and side consoles that looks very nice with careful painting. The instructions advise you to paint the interior dark green and though this is correct for the early camouflage schemes, looking at photographs I believe that if you are modelling a camouflaged grey aircraft the interior was mostly repainted grey as well. I used dry brushing and a dark wash to emphasise the detail, and finally a toothpick was employed to add red, yellow and orange to some of the switches and knobs. If this all sounds like too much work Hasegawa do provide decals for the panels but you will have to remove the engraved detail before application.

The ejection seat is made up from four pieces and is painted in natural metal. I added some pre-coloured Eduard seat belts and if I had had the time I would also have added a parachute pack from Milliput.

I now turned to the fuselage. Due to



J 35 Draken

Scale: 1/48	Kit No: PT041
Price: £24.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Hasegawa	
UK Importer: Amerang/Creative Models	
US Importer: Stevens International	

the Draken's rather unusual shape this is made up from a number of sub-assemblies with the nose split vertically, the fuselage horizontally and the rear engine section also vertically. Added to this you have a number of separate panels on the spine and sides of the

fuselage, which will enable the production of different variants in future issues, and this is where I had a number of problems as the fit leaves quite a lot to be desired, with most of the joins needing filler in various amounts. Some of the inserts are smaller than the section of fuselage they fit into, but by far the worst fit is the rear section of the fuselage which took a lot of sanding to get a seamless join, losing nearly all the engraved detail in the process. At this point I thought maybe this was me having a bad day so as I had a second kit to hand I assembled that fuselage and found the same problems, though forewarned I was able to get a slightly better fit. In the end it took nearly a week of filling and sanding, before I was happy and the kit nearly became

wallpaper on a number of occasions.

One other poor area on this kit is the prominent intake on the base of the tail. This is represented by a flattened area and in the 1/72 kit a small decal was supplied to provide the vent. This probably would not work in 1/48 so I would have expected it to have been supplied as separate insert.

Using the box art as a guide I drilled four holes in the flattened area. My original plan was to reproduce the grill with some Plasticard inserted into the hollowed-out area to represent the louvers, but once I had drilled the four

provided in the kit. Instead we are advised to purchase one of Hasegawa's own weapon sets that supplies a selection of more than 50 missiles and gun pods for an extra £11. Now, if I have paid £20+ for a kit I do not think it is unreasonable to expect these to be included, and on the occasions I have purchased this type of aftermarket set I have been left with a load of extras that I am unlikely ever to use. More vexing is that at the time of



holes it was easier to use the tip of a new scalpel to square them off - not perfect but in my view good enough. I am sure that by the time you read this Quickboost will already be working on a replacement resin tail fin with a realistic vent.

With all the work on the fuselage complete I added the wings and intakes, and these fitted perfectly, which was quite a relief, and I did like the fact that the intakes had been moulded with a seamless duct. With all the main assembly complete I now added the undercarriage, which is a beautiful rendition of the real thing, although you do have to remove a couple of raised towers from the side of the legs and wheels. Behind the nose gear door there is another open bay containing the RAM air turbine; this emergency device is quite often seen deployed when the Draken is on the ground, and Hasegawa have reproduced this feature which adds interest to the model.

Hasegawa supply four weapon pylons for the Falcon and Sidewinder missiles but they are not



Flat surface or drilled, I know which I prefer

writing the required Missile set, X48-3, is sold out in all the major hobby shops in both the UK and Japan!

Painting

With construction finished I could now turn to the painting stage, and though I was tempted by the two-tone grey example with the orange numbers above the wings I decided to go for the Blue/Green camouflage scheme that I always associate with the Draken.

Options provided are:

- 1. J 35F-2 Draken 06 Div.3/F10 green/blue top camouflage over grey with large white 06 over wings, yellow swordfish on tail
- 2. J 35J Draken 52 Div.3/F10 green/blue top camouflage over grey with large white 06 over wings, yellow bear on tail
- 3. J 35J Draken 39 Div.2/F10 two shades of grey camouflage with large day-glo orange 39 above the wings. White bear on tail

As with most of my recent models I started by applying an overall coat of





A wash was made up from 90% thinners and 10% oil paint



Small intakes need drilling out



The finished item looks better than a flat surface



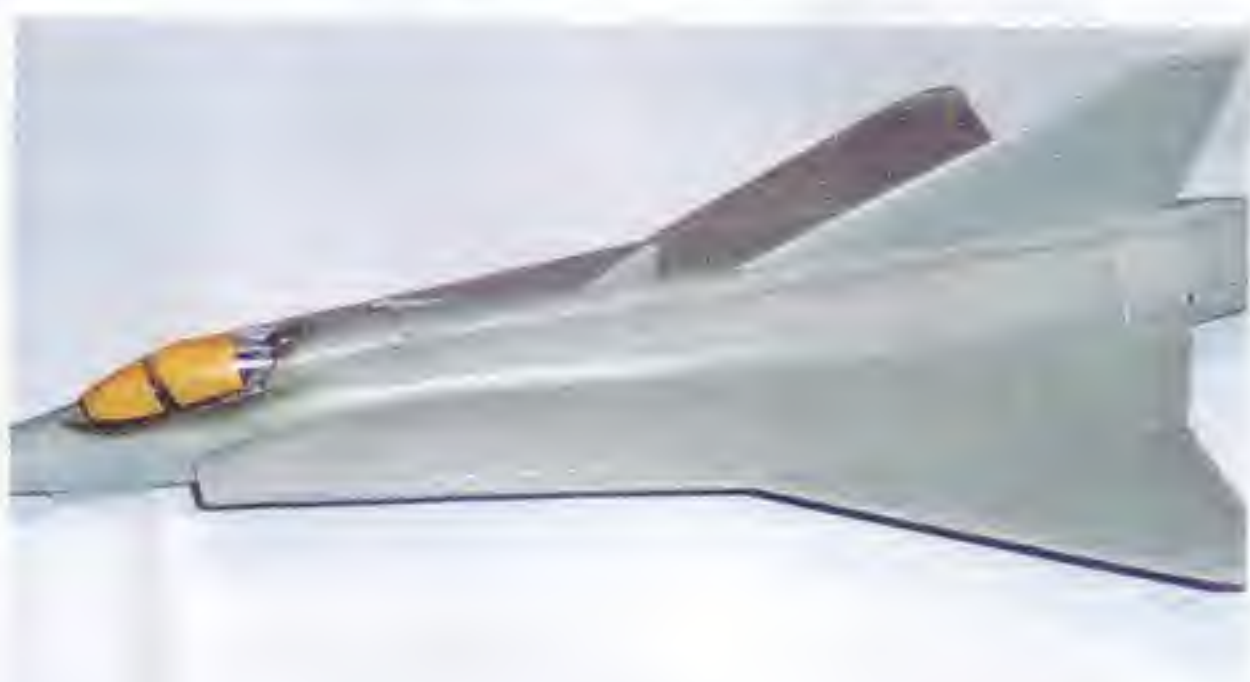
Cockpit - no real need for an aftermarket replacement



RC lead beads were poured in the nose to prevent tail sitting



The start of the filling process



After a week of filling and sanding



Masking off the blue camouflage with Tamiya tape



The almost finished paint job - just natural metal leading edges to add

Halfords black primer, and it came as no surprise when this revealed a few more joints that needed filling.

My main reference on the Draken was *International Air Power Review Volume 5*; this has a large number of high quality colour photographs that showed a range of variations in the camouflage colours. I used Xtracolour enamels Neutral Grey, Olive Drab and Midnight Blue as a close match to the photos. These paints dry to a nice gloss finish perfect for decaling and if thinned with Xtracolour's own thinner dry within couple of hours.

The decals went on very nicely but in my wisdom I decided to apply some Micro Sol to the large white numbers to bed them into the engraved detail - bad

move! I had forgotten that Hasegawa decals hate Micro Sol, so the large white number crinkled up and refused to straighten out. No problem. I had a second kit so I could raid the decals from



that one, but definitely a lesson to remember.

Most Drakens have a large area of natural metal along the lower surfaces and on the edges of the wings. These were masked with Tamiya tape. I also added post-it notes around the edges to prevent any overspray then airbrushed Alclad Aluminium.

For weathering I do not like inked panel lines preferring to pre-shade with a black undercoat, but recently I have started to use Pro Finish washes on the lower surfaces of my models. These are a truly superb product and very easy to use. Just apply the wash to the panel lines of your model and

leave to dry for 10 minutes then remove any excess with a damp cloth. Being acrylic-based they work well on both enamels and acrylics and I really like the tone of the dark wash as it is not too harsh on light coloured and natural metal surfaces.

Once the decals were set I applied an overall coat of Xtracrylic matt varnish thinned 50/50 with Isopropyl alcohol.

Conclusion

I have mixed feelings about this model. I love the subject and hope that Hasegawa produce both a new-tool Viggen and



Pre-coloured Eduard belts added

Gripen. The marking options are attractive and the completed model looks so sleek it is hard to believe the original was designed in the 1950s. The fit leaves something to be desired, and I think my disappointment was even greater because I know the standard Hasegawa has achieved in the past. The lack of weapons was a disappointment too.

Not a bad kit and the only game in town to build an accurate Draken, but not one for the complete novice due to the excessive need for filler and wet and dry.

SAMI

Lilldraken

by Tony Gloster

The Saab 210 in 1/72

In 1949 the Swedish Air Force produced a requirement for a transonic interceptor, able to operate from small air fields and suitable roads. By August that year a design team headed by E. Bratt at SAAB commenced design work on what would become the J 35 Draken. The main feature of this new aircraft was its advanced double-delta wing platform, chosen to allow the small airframe to accommodate the undercarriage and fuel, allowing it to have excellent transonic and supersonic characteristics, whilst giving it the low speed and lift performance needed to satisfy the Swedish Defence Force's quick reaction and dispersal tactics, which were being adopting at the time.

To test the novel wings and find a suitable design for the inlets SAAB built a scaled-down aircraft, the 210, affectionately named *Lilldraken*. The 210 was an all metal single-seat aircraft with a semi-retractable tricycle undercarriage, powered by an Armstrong Siddeley Adder turbojet engine producing just over 1,000 lb of thrust, at 7/10th the size of the J 35 Draken. The 210/I took to the air in January 1952 and continued to be used until 1956, making over 150 test flights. Two versions were used. The first, 210/I, had long intakes extending beyond the cockpit, the second, 210/II (the subject of this article) had a shorter inlet design, which led to the type used on the production J 35. The *Lilldraken* is now preserved in Sweden.

Construction

Thirteen cream coloured resin parts with recessed panel lines and two vacform canopies comprise the kit. All the parts, apart from the two main fuselage halves, are held in a resin film which is somewhat thick in places, making the removal of the small and delicate items a long and frustrating task. The instructions are



1/72
SAAB. 210 / 2 . Lil - Draken.

J-35 Draken

Scale: 1/72	Kit No: #72259
Price: £24.25	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Manufacturer: Dujin	UK Importer: Hannants

just about adequate, printed on one side of an A4 sheet of paper, and include a small history in French and four line drawings of the machine. There is also a colour photo of the aircraft in its final colour scheme.

There was a fair bit of cleaning up to do before the parts could be used, but once that was out of the way, overall the fit was good. Some filler was needed on all the joints, but that is to be expected on a limited-run kit such as this.

Before you glue the nose to the fuselage, the cockpit must be attended to. This is a basic affair of three parts, seat, floor and instrument panel, and



Hard to believe thirteen parts could present such a challenge - mainly due to the thick resin film holding the smaller parts



The decals depict the aircraft when in use as a test bed for the wing design

there is no detail on the sidewalls which raised a dilemma, as I could not find any images of the cockpit. What to do? Makeup a fictitious interior, or leave well alone and work with what is supplied? In the end, I chose the latter option.

After the cockpit assembly the nose was fitted. This required considerable work, as the fit is none too good, and the top half is slightly bigger than the upper fuselage, but with a good file and ample amounts of filler the problem was overcome. The intakes are moulded into the nose, and these needed cleaning up and shaping.

Now the rest of the parts could be added. There is a small pitot tube just in front of the cockpit to the right, which came from the spares box after



The vacform canopy is very thin and not too clear

the canopy was attached. Dujin provide two, which is a good thing, as the vac-form is unbelievably thin, making it a real pain to cut out, then trim to fit. I used both, and it was only afterwards it crossed my mind that using something like Blu-Tack to pack out the inside of the canopy, would have made this process a lot easier - a bit late now but next time I will try this out. Once the canopy was ready to fit it was given a dip in Klear, before being glued into place with Humbrol Clearfix.

In the process of liberating the last five parts from the resin film, the two elevator mass balances were damaged beyond any hope of repair, so replacements were made from stretched sprue. As for the undercarriage, I managed to get the main assemblies cut out, but lost the retraction struts. I did root around the





The main parts of the airframe, cleaned up and ready for construction to commence



A large amount of filler is needed to blend the main components together



Once rubbed down and cleaned up the Lilldraken looks much better, as does the cockpit with a little painting



The kit's elevator mass balances were unusable, so they were replaced with scratchbuilt parts from stretched sprue



Assembly completed and painting under way



Painting reveals some cleaning up still required on the airframe

spares box, but there was nothing I could use, so new ones were fashioned, again from stretched sprue.

The line drawing shows the 210/II with two long pilot tubes attached to the outer wings, however in the photo the preserved aircraft does not have these attached, and as I was



modelling this aircraft they were not fitted.

Colour Options

Two options are hinted at in the instructions, the first looks to be as the aircraft was when used as a test bed, and this is in all-over aluminium with black trimming around the nose and leading edges of the wings. The

decals supplied with the kit cover this option. The second is how the 210/II looks today, all-over aluminium with red trimming around the nose and intakes.

The red was applied first, using two coats of Humbrol Gloss Red #19, before the aluminium finish, Humbrol Silver #11 was applied. The two national markings on the tail came

from the Airfix Draken kit.

Conclusion

This kit just goes to show that you don't need a large number of parts for a challenging build. The main parts are fine, but removing the small parts from the thick resin film was a chore, and this, combined with the over-thin vacform canopies, make this a kit for a more experienced modeller.

Dujin's model takes a lot of work, but it does build up into a very interesting looking aircraft, and if you have a Revell Draken or the new Hasegawa 1/48 kit, the Lilldraken will make an excellent companion for it on your display shelf. Dujin also produce the first version of the aircraft, the 210/I, but apart from a different nose section it's the same in every respect (see SAMI July 2007 for a review of the 210/I).

SAMI



Little Drakens

J 35J in the smaller scale

by Tony Gloster

As with a number of recent Revell releases, the SAAB J 35 Draken is a reboxing of a recent 1/72 tooling from Hasegawa. Comprising sixty-four parts on six sprues, of which five are in white plastic, the mouldings are clean and sharp with no flash whatsoever to be found. All external detail is finely recessed, however the internal detail in the cockpit and undercarriage bays is disappointing. The instruction sheet is clear and easy to follow, the only down side being Revell's usual eccentric painting guide requiring a not-so-small amount of mixing if you are using Revell paint. For this build I opted to use the Humbrol range of enamels. Last of all is the decal sheet, which is well printed and covers three options, two of which are from the Austrian Air Force and one Swedish. There are an unbelievable number of stencils – more than I will ever use on an aircraft of this size and scale.

The lack of internal detail, is, as always, covered by Eduard who have come to the modeller's rescue with an etched sheet of some sixty-one parts. This is not pre-painted, which is fine by me as personally I prefer Eduard's 'clean' range of etched detail sets as you can paint the parts in the colours of your choice. These sets have the instruments printed on a clear film, which I think



At the time of writing Eduard was the only source of upgrade parts for the Draken



J 35J Draken

Scale: 1/72	Kit No: 04352
Price: £7.99	Decal Options:
Panel Lines: Recessed	Status: Re-issue
Type: Injection Moulded Plastic	
Manufacturer: Revell	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

gives a much better likeness, clarity and depth than pre-painted.

Construction

The first thing to establish was just how much detail work I wanted to do. The exterior is fine. The real problem is the cockpit, which is somewhat disappointing, both sidewalls, tub and instrument panel having no detail at all.

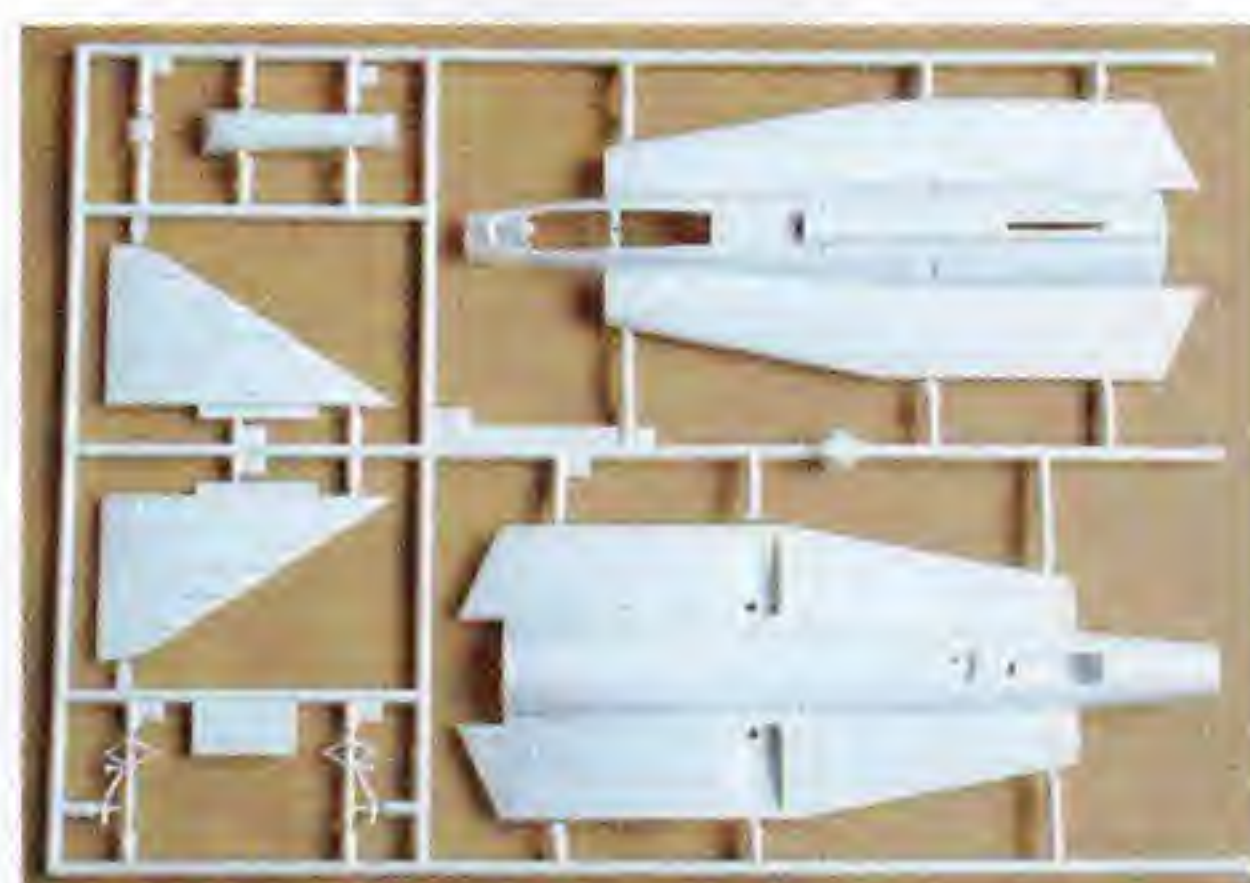
The seat, on the other hand, is none too shabby, bearing a

remarkable likeness to the real thing and with careful painting, etched seat belts, side guards and ejection handles, comes up very well, and is more than adequate for this scale. Treating the rest of the cockpit as a blank canvas, I set to work with the Eduard fret. Altogether there are thirteen parts (plus four alternative parts for the Ö version). The fit of the new parts was good, with only the side panels needing trimming to fit into the horizontally split fuselage. Some research showed the cockpit to be painted in two shades of green, a grass green for the side walls and a grey green for the tub and the three instrument panels. For the grass green, I used Humbrol 149 Dark Green and the grey green was Humbrol 31 Slate Grey.

Once the fuselage halves were fitted

together I turned my attention to the undercarriage bays. The main bays are enclosed, but the lower section is not very accurate. Eduard has this covered with two parts, and once folded they fitted like a glove. Painting really brought this area to life, and Eduard also provide the inner bay doors, but in this case the kit's parts are just right, with good detail and depth, so they remained in use.

The nose bay is moulded into the lower fuselage half but is nice and deep. There are two etched bay doors on the Eduard sheet, but again the kit's parts are fine. Next, the separate intakes needed blanking off, as if fitted out of the box they open out into the fuselage. The rear of the intake was blanked off using the thinnest plastic card, then once fitted to the fuselage, the excess



As always Revell produce an excellent decal sheet

The sprues of the Revell kit are moulded in white plastic



Once the fuselage is fitted together, the separate outer wings can be fitted



The wheel bays came up nicely with painting



Once the wings and intakes are fitted the advanced shape of is apparent. The kit is designed in such a way that the two-seater version can be made with the minimum of new tooling



The blanking of the intakes cannot be seen, and some filler was needed to blend in the spine for the single-seat version



The Draken painted and ready for the decals



The cockpit came up exceedingly nicely

plastic card was removed, then smoothed into the fuselage with filler.

After that it's plain sailing with the rest of the kit. The undercarriage assemblies, front and main, are excellent straight from the box, coming up nicely with painting. The only deviation I made from here on was to change the two RB 28 Sidewinder pylons (for some reason not used in Revell's boxing of the Draken) with modified pylons from the Airfix kit, as I was toying with the idea, at the time, of fitting a full set of RB 27 Falcon missiles. In the end I went for a clean aircraft, with just the two fuselage tanks fitted and four empty pylons.

Painting and Markings

The decal sheet provided by Revell is well printed covering three aircraft, two of which are in the latest grey camouflage finish, while the other is a special scheme of red and white for the '1,000 years of Austria' celebrations. For this build I wanted to do the classic and attractive camouflage finish of green/blue upper surfaces with blue grey/natural

metal undersides, as used by the Finnish Air Force. There was a decal sheet by Galdecals, #72006, but as Hannants had none in stock, I turned to the Airfix kit and the decals for the Swedish J 35J, 10/09 which I believe is from *Flygflottilj 10*. Stencils came from the Revell sheet.

All the paints used throughout the build were from the Humbrol range of enamels. The underside was Steel Grey #87, with the top side having a base coat of Light Olive #86, with the blue camouflage pattern being Oxford Blue #104. Once the elevons, rudder and

various air inlet scoops were picked out in black, the model was given a coat of Polly Gloss.

The national markings on the wings and colourful aircraft markings were from the Airfix sheet, with the fuselage roundels coming from the Revell kit. I have to admit I had my doubts about the Airfix decals, as the white was just off register, but in the end they were a pleasant surprise, adhering to the surface, with a little help from Micro Sol, without any controversy. The problem with the register doesn't show up, unless you get real close up and personal with my model.

Conclusion

Nice kit at a nice price by Revell. I have to admit, I don't like the colour options provided and as I found out, there aren't that many aftermarket detail sets and decals for the Draken, which I think is a bit odd. In the end the vintage (1970) Airfix kit came in handy, with its decals, pylons and Falcon missiles and is a must if building an early Draken.



Of course, as I was building the kit, Pavla announced a resin cockpit set for the Hasegawa/Revell kit, which will really add something special as it deserves an interior to match the excellent exterior detail. That said, as I write this, I'm looking at my J 35J, and I'm more than happy with the result of the build. It's been a fun time, at no great cost, which is the way I like my modelling.

SAMI



The Airfix kit has stood the test of time well and is a must if building any early version of the Draken



Airfix decals provided the markings for the build. The basic decal design has hardly changed since the Draken's release in 1971

Enter the Draken

Kits

Enthusiasts looking to model the aircraft have had little choice in recent years. Airfix and Revell have both had vintage 1/72 kits around for some years, and for a long while the best option in this scale has been the Hasegawa kit. Revell's recent reissue of this tool represents very good value, and is a welcome addition to high street shelves.

In 1/48 the old Lindberg kit has thankfully been superseded by the recent new tooling, again from Hasegawa.

Tamiya kitted the aircraft in 1/100. 1/144 has, presumably, been catered for in some capacity by the gashapon market – those MYK decals must be aimed at something – while in 1/32 the world still waits and wonders what Trumpeter may come up with next in that scale.

Airfix #02039 1/72 Draken £4.99

Dujin #72259 1/72 SAAB 210/2 Lilldraken £24.25

Hasegawa #00047 1/72 J 35J Draken 'Air Superiority' (OOP)

Hasegawa #00386 1/72 J 350e 'Austrian Air Force Farewell Special' double kit (OOP)

Hasegawa #09817 1/48 J 350 Draken Austrian Special £25.99

Hasegawa #BP1 1/72 J 35F Draken Sweden £00P

Hasegawa #BP106 1/72 J 350 Draken 'Austrian Millennium Celebration' (OOP)

Hasegawa #BP2 1/72 J 350 Draken 'Austrian Air Force' (OOP)

Hasegawa #BP3 1/72 J 35J Draken 'Swedish Air Force' (OOP)

Hasegawa #P002 1/72 J 350 Draken 'Austrian Air Force' £9.99

Hasegawa #PT041 1/48 J 35F/J Draken £24.99

Revell #4352 1/72 Saab J 35 Draken £7.99

Tamiya #60006 1/100 J 35F Draken (OOP)



Accessories

No surprises here. Everything so far is aimed at the Hasegawa/Revell 1/72 kit, although now the 1/48 release has had time to settle into the market we can look forward to more items in the larger scale.

Eduard #48597 1/48 J 35Draken exterior for Hasegawa kit £15.40

Eduard #48598 1/48 J 35Draken ladder for Hasegawa kit £6.70

Eduard #49417 1/48 J 35Draken self-adhesive for Hasegawa kit £12.85

Eduard #72180 1/72 J 35Draken for Hasegawa kit £6.80

Eduard #FE417 1/48 J 35Draken self-adhesive for Hasegawa kit £5.70

Eduard #X249 1/48 J 35Draken paint masks for Hasegawa kit £5.65

Fine Molds FNMAA-49/72 Draken Pitot Tubes ETBC*

Fine Molds FNMAC-90 1/48 Draken Pitot Tubes ETBC*

Fukuya #48-10 1/48 Draken Nose Probe ETBC*

Pavla Models #C7270 1/72 Resin detail set for Hasegawa and Revell kits £7.60

Pavla Models #S7250 1/72 Resin 73SE-F (RS-35) ejection seat £1.99

Pavla Models #V7266 1/72 vacform canopy for Hasegawa and Revell kits £1.50



Decals

Zotz are first off the mark with a beautiful set for the 1/48 Hasegawa kit. Beyond this, there is little on offer, with Galdec's Finnish options coming on generic sheets and nothing yet for the Danish aircraft.

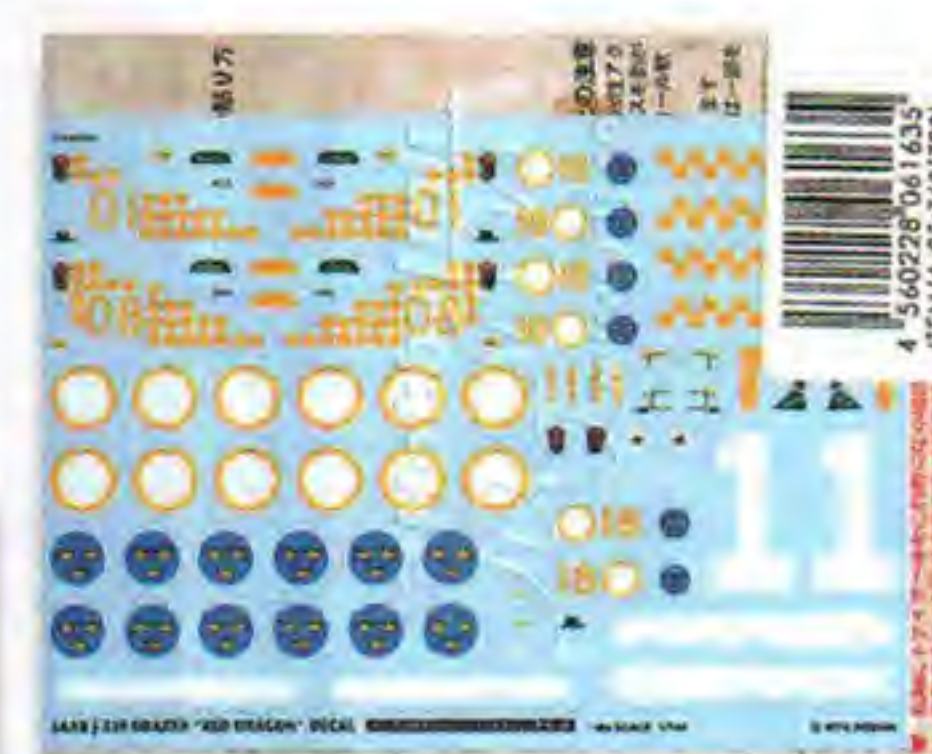
Flying Colors Aerodecals #710 1/72 SAAB J 35F/J Draken £6.80

Galdec #72006 1/72 Finnish Air Force Part 6. Includes Draken £7.00

Galdec #72010 1/72 Finnish Air Force Part 10. Includes Draken £7.00

MYK #06163 1/144 markings for three Swedish aircraft ETBC*

Zotz #48029 1/48 J 35F/J Draken ETBC



Books

Saab J 35 Draken

Author: Robert Dorr

Publisher: Midland

ISBN: 9780942548174

Format: Softback, 48pp

Saab J 35 Draken/ Scandinavian Cold War Warrior

Author: Jan Jorgensen

Publisher: Airlife

Publishing

ISBN: 9781853107290

Format: Softback 112pp

Famous Airplanes #77/ Saab 35 Draken *

This economical series features loads of B&W photos, diagrams and marking illustrations. Text in Japanese only. Softback 96pp.

* These items are all available from HobbyLink Japan. For price and availability see the website at www.hlj.com



Polish Hotrod



P-47M Thunderbolt

Scale: 1/32 Kit No: ST027

Price: £29.99

Panel Lines: Recessed

Status: New Tooling

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Amerang/Creative

US Importer: Stevens International

Additional Materials

- Teknics #32018 1/32 Pratt & Whitney R-2800 Engine
- Techmod #32012 1/32 P-47D/M Thunderbolt
- Eduard #32008 USAF Seatbelts



References

- A Jarski & R Michulec – monograph 26 P-47 Thunderbolt - AJ Press
- Lou Drendel, Don Green & Ernesto Campian – Walk around 11 P-47 Thunderbolt Squadron/Signal – P-47 in Action
- Bert Kinzey – Detail & Scale vol.54 – P-47 Thunderbolt
- Aero Detail – P-47 Thunderbolt
- Osprey – 56th Fighter Group
- Osprey – P-47 Thunderbolt Aces of the Eighth Air Force

The 56th Fighter Group was the only unit to be issued with the P-47M version of the Thunderbolt. With an uprated R2800-57 C series engine the P-47M differed visually from the D version only in small ways. The landing light of the D version was moved outboard under the starboard wing, airbrakes were added under each wing and the fin fillet already evident on late D models became standard. The propeller fit varied and there is photographic evidence that the Hamilton Standard as well as Curtis Electric symmetrical and asymmetrical propellers were fitted to the M version. The colour schemes used by the 56th FG after it had moved from Halesworth to Boxted became more extreme as the war progressed and as allied air superiority became established through 1944 into 1945.

Having a great fondness for large Thunderbolts and having tackled the Revell Razorback and Jerry Rutman's excellent resin Bubbletop, I was almost beside myself when not only Hasegawa but Trumpeter also announced both versions in 1/32. The Hasegawa offering provides an opportunity for a 'quick build' and is far less complex than the Trumpeter kit that includes a vast amount of internal detail. Having been pinned down by a 1/32 F-4G for some time I thought I'd have a bash at a 'quick build' and began the Hasegawa P-47D Bubbletop with a view to converting it to the M version.

Included in the kit are panels which incorporate the underwing speed brakes and the outer wing panel with the relocated landing light. The fin fillet is also included and so only the reduction gear housing at the front of the engine needs to be found. Having used the Teknics R2800 engine on my Rutman P-47 I had a cylindrical reduction

housing left over, which was nice. I had also acquired the Trumpeter P-47 and was delighted to find all four types of propeller used on the P-47 in the box enabling me to use the Curtis Electric asymmetric paddle-blade version.

I decided to use Techmod's decal sheet 32012 for the Polish ace Boleslaw Gladych that includes the scheme for *Pengie V* with the airframe in blue/black and aluminium. There has been much debate about the shade of blue or black. It was even rumoured that the late, great Roger Freeman had a paint chip of the debated colour in his possession but this may never be known. Analysis of contemporary colour photographs seems to support a number of shades and ultimately it is up to the modeller to make his or her own choice. It was also suggested that the outlandish colour schemes used by the 56th were a result of the local procurement of stocks of British automotive paints, which brings me to my choice of paint for this build. Having used Halford's excellent aerosol



The modified engine, with added Teknics parts and scratchbuilt ignition harness

grey primers for a number of years, I decided I would use them for the bulk of this project and I was delighted with the result. The finish was excellent and fast. For those who do not possess an airbrush or who do not want to use one, the use of aerosol paint with careful masking can be an economical and satisfying solution.

The Cockpit

Fortunately the cockpit floor of the Hasegawa kit is of the non-corrugated variety as used in late D and M versions. The M version cockpit differed from the late D model in only small details. The Detail & Scale volume on the P-47 has an excellent set of colour photos of an M model finished in dull dark green, a colour I approximated with Tamiya aerosol PS9 Green. I chose to use the kit decal for the instrument panel although the moulding is fine and with careful painting great results can be obtained. Once the decal had dried I covered each dial with a 'blob' of superglue to replicate the glass in each dial. As the kit has no harness I used a one from the Eduard 32008 USAAF seatbelt set.



Jerry Rutman's resin P-47 wheels make a big difference to the finished model. Aluminium tube has been used to replace the kit blast tubes



The Detail & Scale volume on the P-47 has an excellent set of colour photos of an M model cockpit finished in dull dark green. Eduard seatbelts have been added



The decal provided has been used over the raised detail, with a dab of superglue to add a glaze to the dials



Side panels painted and dry-brushed. Tamiya aerosol PS9 Green was used for the interior



Techmod's decals settled well and look good on the Halfords autosprays



Weathering was kept to a minimum – just a little scuffing at the wing root, and a light wash



Vauxhall Regency Blue? And why not!

The Airframe

Assembling the airframe is a straightforward process with one exception, the engine cowling. Hasegawa decided that a four-piece cowl would enable the modeller flexibility in displaying the engine, nice idea but one that I found a little frustrating. I am sure there are modellers who will meet the challenge with no problems but I found the task of aligning the panels a difficult one that led to the rare use of Squadron Green filler, sanding and re-engraving of lines.

The engine needed a small amount of surgery to incorporate the new reduction gear housing. I used a razor saw to remove the ignition harness ring from the Hasegawa reduction gear housing and then superglued it to the Technics version. With a pin-vice and drill bit I made small holes in the cylinders to accept an ignition harness made from brass wire. I had already painted the engine matt black and then dry brushed it with Humbrol silver. As I mentioned earlier I decided to use as much aerosol paint for speed and ease of use. In place of zinc chromate yellow I used Halford's Ford Daytona Yellow and sprayed the inside of the engine cowling panels and the undercarriage doors.

I left the tailwheel assembly off to provide access to the fuselage in order to facilitate the mounting of the aerial wire.

Paint Shop

Once the airframe was complete I masked the cowl and sprayed it with Tamiya aerosol Italian Red TS8. In turn this was masked and the whole airframe sprayed with Halford's Nobel Silver. At this point I used the aerosol to paint the undercarriage



Sticking to aerosols, Tamiya Italian Red TS8 was used on the cowling

legs and a carefully masked cockpit canopy. Turning to the upper surface I masked the edge of the fuselage with Blu-Tack and the underside with masking tape. I then sprayed the upper-surface with Halford's Vauxhall Regency Blue. It was extremely satisfying to remove the masking to reveal a beautiful gloss finish ready to receive decals. The Techmod decals went on well with the help of Micro Sol and once they had set over the period of two days I used the blunt side of a scalpel blade to run along the upper-surface panel lines thus revealing some of the silver paint underneath the dark blue/black. I also chipped away some of the blue at the wing root to reproduce scuffing from boots. I kept weathering to a minimum with a simple wash of burnt umber watercolour on the under surface. I sprayed a mixture of Burnt Umber oil paint and thinners with a drop of matt black enamel over the wings and behind the

exhaust ports and used Flair Matt Varnish aerosol to bring the whole together.

Finals

Once the varnish had cured, after about two days, I added the main undercarriage and doors, cockpit canopy, pitot head and gun barrels, which I made from aluminium tubing. Hasegawa have produced a set of metal blast tubes but I find aluminium tubing carefully cut, sanded, and polished, an effective route. I decided to use Jerry Rutman's P-47 wheels cast in resin which have a diamond tread and are extremely good. I drilled a very fine hole in the leading edge of the fin and superglued some 1.5g superflex monofil fishing line into it. This was passed through a second hole drilled next to

the aerial mast and fed out through the tailwheel well; now you see why I left the tailwheel off until last.

Conclusion

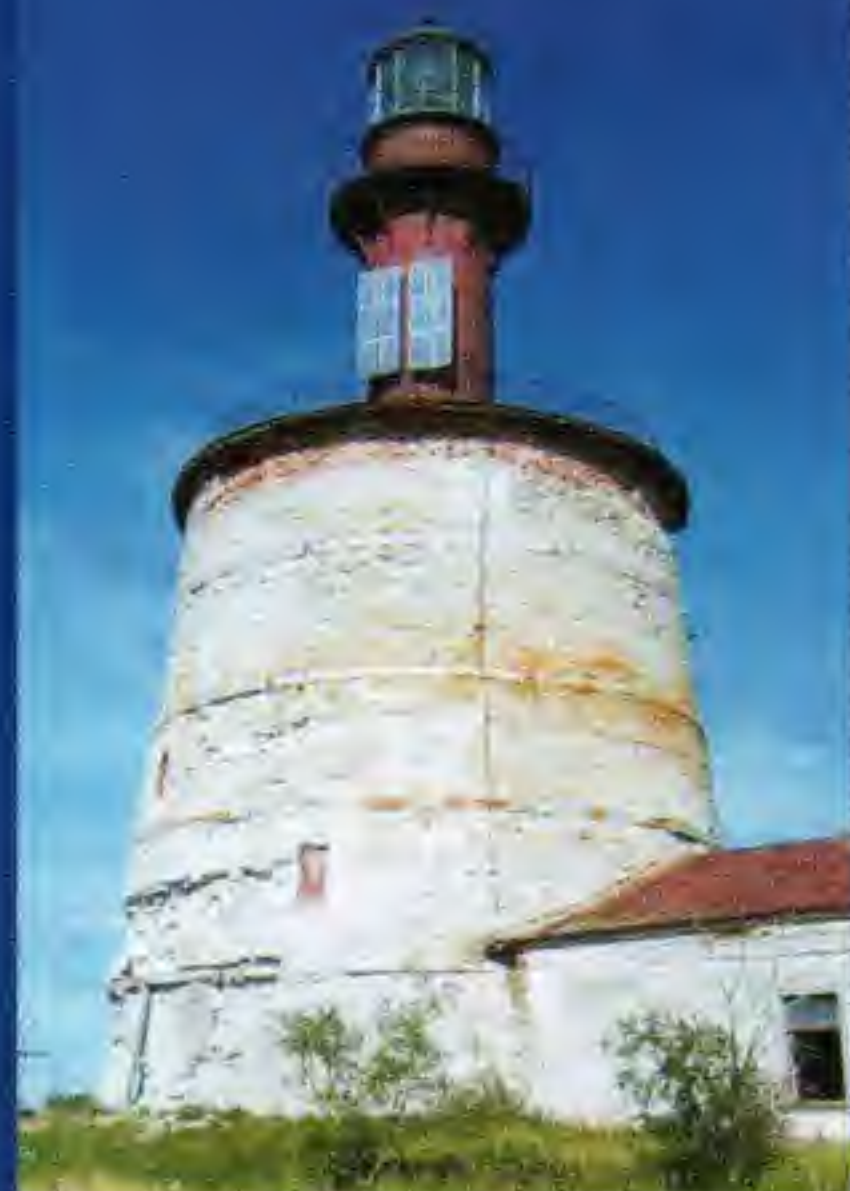
Hasegawa have produced a fine model of the P-47 at a bargain price. It was a relatively quick build and provided relief from the F-4G which was beginning to take over my life. My only gripe is the cowl; perhaps someone will provide us with a one-piece resin offering?

I intend to build a few, mainly 56th FG examples in the many exotic finishes of the late war period and hope that the decal producers such as Aeromaster will enlarge some of their fine 1/48 examples of Wolf Pack art work. Now back to that F-4G...

SAMI



The understated staining on the leading edges makes far more of an impact than a heavy hand with the weathering



The lighthouse on the tiny island of Keri. The island has been uninhabited since the lighthouse keeper left in 2000 (Webshots photo by tuderna)



The USNS Pathfinder, which conducted a detailed search of the wreckage of the Kaleva this past June. The ship was sent to search for the aircraft at the request of Estonian Defence Minister Jaak Aavikson (www.msc.navy.mil)

An Ilyushin DB-3 at Monino, Russia (Wikipedia)



The Finn Aero Ju 52 Kaleva at Malmo-Helsinki airport in the late Thirties (www.hs.fi, Helsingin Sanomat International Edition)

Where is the Kaleva?

In Finnish mythology, Kaleva is a powerful king whose 12 sons later became 12 constellations in the night sky. The Finns call the star Sirius *Kalevantähti*, or 'Star of Kaleva,' and the three bright stars that form the belt of the constellation Orion are called Kaleva's sword. More to the point of this



Kaleva side view (<http://airliner.narod.ru>)



Jari Juvonen's beautiful Tamiya Brewster in the markings of Ilmari Juutilanen (<http://koti.mbnet.fi/~jjuvonen>, Jari's Modelling Pages)

column, Kaleva was also the name given to a Finnish Aero (the present-day Finnair) Junkers Ju 52-3/mge, registered as OH-ALL.

At the time the Kaleva was in service, Finn Aero flew scheduled flights between Tallinn, Estonia and Helsinki, Finland. Two days before the 'socialist revolution' and annexation of Estonia to the Soviet Union on June 16th, 1940, an American named Henry Antheil boarded the Kaleva at Tallinn airport. It so happened that Antheil was a US State Department employee, although judging from some accounts, 'operative' might have been a more appropriate moniker

for this young man who was described as having 'box-office' good looks.

Henry Antheil was one of four children born to Lutheran immigrants from Germany. His older brother George was a rather controversial composer who spent much of his life in Paris before winding up in Hollywood writing movie scores. I only mention this because the young Antheil became intrigued with the idea of living in Europe after regular correspondence with George, who pulled some strings to get Henry in touch with William C. Bullit, who had just been

appointed US ambassador to the Soviet Union.

Although Henry Antheil had enrolled at the State University of New Jersey, better known as Rutgers, he cut his higher education short after an interview with Ambassador Bullit in 1933 that concluded with an offer for Henry to go to Moscow the following year to help open the new U.S. Embassy there. While Antheil was not a Foreign Service officer, he was in charge of the code room and was responsible for transmitting telegrams written by important diplomatic personnel. He caught on very quickly, and by the late Thirties, he was travelling from country to country as a diplomatic courier, doubtless tailed by foreign agents.

In November of 1939, Henry Antheil was transferred to the US legation in Helsinki, officially posted there as a code clerk. Unfortunately, he arrived just prior to the start of the 'Winter War,' fought between the Soviet Union and Finland. And only seven months after being posted to Helsinki, Antheil flew into Tallinn on an Estonian airliner. He spent a week in Tallinn with his Finnish fiancée and then boarded the Kaleva Ju 52 for the 50-mile flight back to



Ilmari Juutilanen



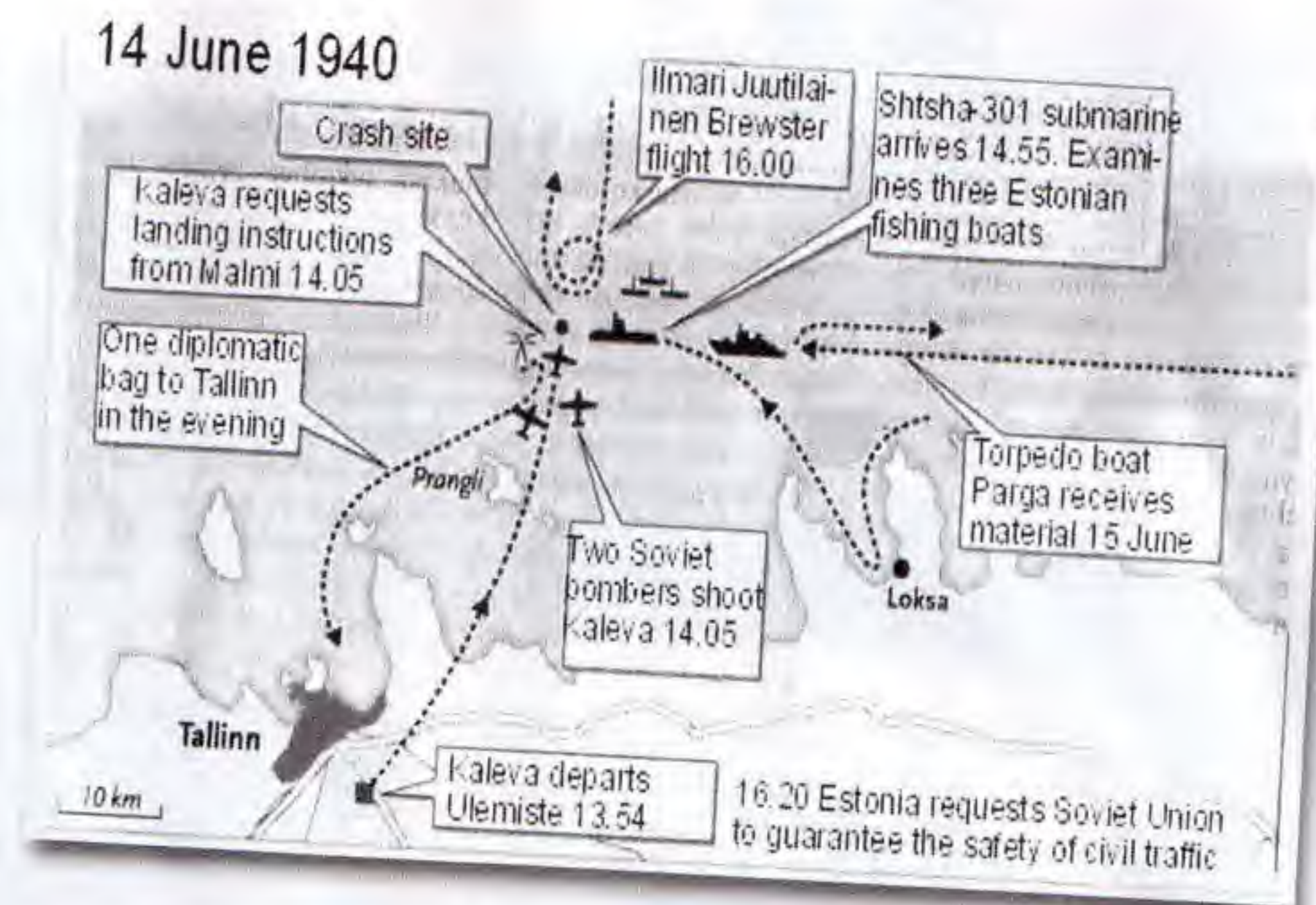
Henry Antheil



Pjotr Hohlove



The crew of the Kaleva pose with what appear to be executives (Wikipedia)



A map showing the area in which the incident occurred (www.sci.fi, G.E. Magnusson - the father of Finnish fighter tactics, Page 3)



This plaque is located on Keri Island, within sight of the shootdown location. This photo was presumably taken by a descendant of the Kaleva's pilot since their surnames match (Photo by Carl-Gustaf Bosson von Willebrand)



This is an aerial view of tiny Keri Island, Estonia, only a few kilometers from where the Kaleva was shot down (www.es2.com, Expedition to Keri Island)



A Soviet submarine of the same class as the one observed by Finnish Air Force pilot Ilmari Juutilainen in the vicinity of the Kaleva crash site (www.rusnavy.com)

Helsinki that he would never complete. It was 1:54 pm on June 14 1940.

Eleven minutes after takeoff, the Kaleva's pilot requested landing instructions from Malmi Airport near Helsinki, just across the bay. The tower immediately relayed instructions but received no acknowledgement. Moments later, the plane apparently crashed into the sea several kilometers North of tiny Keri Island and its lighthouse.

Finland's 'Ace of Aces,' Ilmari 'Illu' Juutilainen was in the control tower at Malmi airport, listening to reports of the search and rescue operations for the Kaleva when he was ordered to search for the Ju 52. When he arrived over the crash area and within sight of the lighthouse at 4:00 pm he passed near the Soviet submarine *Shtsha 301*. As he flew near, Juutilainen he observed a crewman on the deck of the sub quickly haul a flag down and tuck it into his uniform coat in an effort to conceal its identity.

No wreckage or bodies were ever recovered by the Estonians or Finns, and a Finnish commission investigating the crash that year reported that an explosion that caused the aircraft to crash into the sea 'was caused by an external factor.'

In May 2007, The Friends of the Malmi Airport society reported that the wreckage of the Kaleva had been found, but this proved to be false. As recently as last May, the Helsingin Sanomat newspaper reported that the

salvage ship *USNS Explorer* was dispatched to the area at Estonia's request. After the Explorer searched a 16-square-mile area 16 nautical miles northeast of Keri Island day and night for 3 days in early June 2008, the search was concluded. No doubt, further searches will be undertaken.

It took the collapse of the Soviet Union fifty years later to finally reveal what happened to the Kaleva. Only in the past few years, Estonian and Finnish investigators finally located eyewitnesses (on Keri Island perhaps?) that confirmed that the Kaleva was downed by Soviet Naval Air Force Ilyushin DB-3 bombers.

But why?

According to the May 2007 Foreign Service Journal (a US State Department publication), there were numerous



Bilek's 172 Ilyushin DB-3 in markings depicting the alleged shootdown aircraft (vvs.hobbyvista.com, Modeling the VVS, 1917-50)

explanations for the Soviet's action. An urban legend goes that the aircraft was ferrying Estonian gold, or even spiriting the Estonian president out of the country. We do know that Anthell had in his

possession three diplomatic pouches from the US Embassy to Estonia. It will probably never be known, however, what was in the pouches. Was it secret information detailing the Soviet Union's future plans for the Baltic region?

What is also interesting is that there were two French couriers aboard the Kaleva, whose diplomatic pouches could well have included communications from the French Ambassador to the Soviet Union reporting on talks with Soviet Foreign Minister Molotov. Did the Soviets shoot the airliner down to keep this information out of German hands?

Or as the Foreign Service Journal concluded, did Soviet Naval Air Force Captain Pjotor Holov simply feel compelled to shoot first and ask questions later? We will probably never know.



A beautifully done model of the Kaleva Ju 52 in 1/48 (paber.ekspress.ee, Eesti Ekspress online)

SAM



Plane Name

Scale: 1/72	Kit No: 01629
Price: £14.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

Sea Bee

Trumpeter's 1/72 Gannet converted to an AEW.3

I've always had a liking for the slightly ugly, portly and angular dimensions of the Fairey Gannet. No idea why, just something about its gangly bent wings and tubby fuselage appeals, particularly the Gannet AEW Mk 3 – perhaps I see a little of myself in it? Sadly there have been few kits to represent this ungainly bird – to my knowledge the resin Magna Models kit is the only one in 1/72, with Aeroclub providing a conversion kit, which was the route I chose.

The Gannet AEW.3 is a 'full size' conversion of the anti-submarine AS.4 designed to provide the Navy with an Airborne Early Warning aircraft to supersede the ageing Skyraider AEW, the main external differences being the underslung radar dome, two internal radar operators' positions with bubble waist windows, a squared-off tail and straight wing leading edges, along with repositioned exhausts. First flying in 1958 The Gannet AEW ended its naval career in 1978 with the disbanding of

849 Squadron FAA.

Aeroclub's AEW conversion for the FROG 1/72 Gannet AS.4 has been about for a number of years and provides the fuselage and radar bulge as a set of vacuum-formed parts along with white metal undercarriage and accessories to make a very passable AEW Mk 3. However, with the advent of the new Trumpeter AS.1/4 and T Mk 2 the FROG tooling looks more than a little dated, so it seemed logical to mix things up a little and use the Trumpeter kit for the conversion....it can't be that dissimilar in dimension to the FROG kit... can it?

A trip to Newark to look at and photograph the Gannet AEW.3 there provided the inspiration, and the Warpaint book (No.23) provided some reference, whilst pictures from a visit to the Fleet Air Arm Museum helped fill in the gaps.

I secured a second-hand Aeroclub set a while ago with the original intention of using the FROG kit and followed this up with a sparkling new Trumpeter AS.1/4 from Kitbox in Whitley Bay. I then proceeded to bid like a madman for Modelart's 72017 decal sheet on eBay (sorry to those I out-bid – man on a mission) adding in the Airwaves etched-part set AEC72170 for the FROG kit to give me the interior detail I wanted, and



Additional Materials

- Aeroclub K827 1/72 AEW Gannet Conversion £9.75
www.aeroclub-models.co.uk
- Modelart Sheet 72017
- Airwaves AEC72170 Fairey Gannet Details £6.99
www.hannants.co.uk



A retail frenzy in my local model shop followed by crazed bidding on eBay results in a pile of parts, now all I have to do is make them look like a Gannet



The Trumpeter kit's spar gave the AEW.3 a solid fitting wing and strengthened the fuselage too. I also had to scratch build the front wheel well



Scratch building the cockpit was made easier by using the Airwaves set, the Aeroclub seat, Trumpeter pedals and a modified Whirlwind helicopter stick



Modifications to the Trumpeter wing to fit the straighter AEW leading edge and make good the gap left by the exhaust bulge, as well as the reshaped main wheel wells



Aeroclub provide a metal insert for the leading edge



Modifications to the mainwheel well to accommodate the longer undercarriage needed to clear the AEW.3's 'double chin'



The painted cockpit in place prior to joining the fuselage halves



The front fuselage and wings joined together and filled, with masses of filler used around the nose to get a decent fit



The rear of the fuselage showing the fit of the Trumpeter tailplanes and the small amount of filler needed

managed to get all the bits in place.

Production started with marking out and tentative scoring round the vacform parts with a P-cutter, before the brutal snapping away of the unwanted sheet. This was followed by a flurry of sanding to reduce the edges of the parts to the required depth. I practiced with the external fuel tank first before moving onto the major parts and was helped by the fact that Aeroclub have a useful guide on their website - and just for a change I followed it to the letter.

An evening spent with a P-cutter and some Dymo tape gave me sharper recessed panel detail to match the Trumpeter kit parts I intended to use (I'm not that good at panel scribing yet), whilst small 10 thou plastic card tabs were glued to the inside edge of the fuselage halves to aid alignment.

The Trumpeter kit uses a spar section to locate the wing to the fuselage, and with a little effort I found it possible to

install this. It works well enough on the Trumpeter kit and fitted the width of the fuselage okay, adding some strength in the process.

Several modifications were needed to the wing to get it to fit as there were some vast differences between the Gannet AS.4 and the AEW.3. The AEW.3 has a straight leading edge to the inner section of the wing rather than the slightly raked version on the AS.4. Aeroclub supply a white metal replacement section to allow you to correct this, and although this was designed for the older tooling the part married up nearly perfectly and only required a little filler to fair it in. To ensure correct alignment you also need to sand off the bulged inner edge of the wheel well on the bottom section of the wing and fill the top edge, where the old exhaust bulge is, with a plastic card fillet.

As the AEW.3 has longer



undercarriage legs to clear the radar dome it also has larger undercarriage bays which required alterations to the shape of the wheel wells. Luckily Aeroclub provide metal bay doors, which I used as a template to mark up the size of the new bays and used the Warpaint plans to double check their location and layout, and whilst they may not be 100% accurate they will do for me.

New main undercarriage bay doors were fashioned from two layers of plastic card as the white metal ones provided looked a little on the thick side for my liking.

The cockpit was based on the Airwaves set, but using the Aeroclub seat, Trumpeter Pedals and control column (the grip was modified with one sourced from an old Airfix Whirlwind helicopter) in a scratchbuilt plastic tub. This was then painted black and dry brushed with silver and dark grey to highlight some of the detail. I then made a simple box for the nosewheel bay and added in some ribbing detail. The gap between the bottom of the cockpit and the nosewheel bay was filled with strips of lead weight secured with superglue (the weight I have is normally used to keep weed at the bottom of fish tanks - see your local aquarium supplier). There was no way this one was going to be a tail sitter.



Starting to look fat and ugly enough to be called a Gannet



A look at that radar dome, a little filler was needed to get the bulge of the chin just right



The Gannet masked up and ready for the first coat of paint



The first coat of Sky - Does my Radar dome look big in this



Covered in Tamiya tape and Maskol ready for the upper surface coat of Extra Dark Sea Grey



A spray with Extra Dark Sea Grey finishes off the colour scheme



A study of fiddly masking...the B Flight stripey spinner and prop



The white metal Aeroclub undercarriage was left as standard to support the Gannet's girth



Finally ready for decals and dangly bits to make it fully 'Gannetesque'

Now it was time to tackle closing up the fuselage halves, which was achieved with little fuss as the tabs I'd added previously helped with alignment, so after a quick test fit everything was

glued up with Revel Contacta and held in place with masking tape. I then left the fuselage to one side for a couple of days to fully harden before I fitted the wings. Fitting wings to the Trumpeter

spar stubs worked well and lined everything up quite easily, the key being test fitting everything several times to make it all go together. I fitted the tailplanes at the same time but left the finlets off as they needed painting and decals first - I had fitted them prior to painting on my T Mk 2 model and had some subsequent problems.

Installing the Aeroclub white metal nose with Epoxy resin revealed a disparity between the width of the fuselage and that of the nose, meaning that I had to fair it into the sides of the fuselage with filler, losing some of the detail I'd carefully scribed earlier. I also applied a surprisingly small amount of filler to the fuselage seams and wing roots - testament to the huge amount of test fitting carried out.

Once everything was dry, out came the P-cutter and Dymo tape again.

I gave the whole airframe a scrub down with some toothpaste to clean off

the contamination left by the dust from cleaning up and blending in the white metal parts and then gave it a thorough rinse off before allowing the whole thing to dry off overnight.

The exhausts supplied are white metal and whilst they have a slight recess for the actual outlet I opted to machine them out with a 4mm bit mounted in my cordless drill. These were then painted up and left aside to be fitted once the whole model had been painted, to avoid any hard-to-reach areas.

Once dry the cockpit and the bubble waist windows were masked up with masking solution and the whole airframe airbrushed with a coat of Xtracrylix Sky as a primer coat to reveal any defects. This was left to dry thoroughly before a little light sanding with a fine sanding stick to 'de-nib' the whole thing. I then gave the Gannet another coat of Sky before allowing it to set fully for a couple





of days prior to masking off, leaving the upper surfaces ready for a couple of airbrushed coats of Xtracrylix Dark Sea Grey.

When it came to deciding on the markings for my Gannet there was only one real choice - one of the brightly painted aircraft from 849 NAS 'B' Flight in 1977, based on *HMS Ark Royal* and at Lossiemouth, with its Bee cartoon on the tail with yellow and black stripes.

The Modelart decals were a bit thick and not as sharp as today's standards, but they were pretty good considering they were printed in 1994. I used Microscale decal solutions to try to get them to settle, however a small amount of silvering prevailed, some of which I'll attribute to the thickness of the decals and their age. De-icing boots were added to the leading edge of the wing using Xtradecal stripes (from the same pack I tried to use on the Propeller hub).

In order to get the decals to adhere to the finlets, I first placed them in location, let them dry, coated them with Future/Klear to harden them up and stop

them tearing and then trimmed them before touching up the edges with paint to match them in. The finlets were then fitted in place using a little superglue and it seemed to work quite well.

The Aeroclub conversion comes with a set of white metal propeller boss and blades, however I used the Trumpeter parts as they didn't require much in the way of cleaning up. The spinner was made up without the blades, painted yellow and then given its stripes, masking up and hand painting them on (I did attempt to use black decal stripes but couldn't get it them to lay right). I realise that the hub is not quite stripey enough but in this scale, and with my eyesight, it looks passable to me. I just hope Classic Airframes include decals for this in their imminent 1/48 kit.

I then began the task of making up the various aerals that cover the Gannet from offcuts of etched brass sheet and plastic card, which were fixed in place with superglue and painted. I was surprised how many different configurations the Gannet carried during

its service life, and even now I'm not 100% convinced that I got them all right despite hours of staring at pictures.

The aircraft was then lightly weathered using Tamiya Weathering powders, whilst a careful dark wash was used to bring out the detail on the control surfaces. I was careful not to overdo it as the pictures I have seen of in-service Gannets show them as quite clean

Finally the Gannet was complete - admittedly not quite perfect as I had to make a few small concessions to my skill level and the scale, but I think it makes a pretty convincing model of the Gannet AEW.3 in 1/72 and although using the Trumpeter parts did raise a few minor issues I think it was worth the effort. Would I build another vacform kit? Yes as it was a fantastic challenge and whilst not for the faint



hearted, a great way of building up my modeling skills - but not immediately as I think my eyes and nerves need to rest for a while.

Aeroclub have captured the bulbous shape of the Gannet AEW.3 well and it looks great lined up with my T Mk 2. No doubt the new Revell kit will accept the Aeroclub parts equally well - but that's a job for another modeller!

SAMI



Gannet Walkaround

Fairey Gannet AEW.3 XP226, Newark 2006. All photos by Colin Pickett





Scaling Down... Hunters

'O Little Hunter, he is Fear!'

Rudyard Kipling

I've built a mere handful of 1/144 scale kits over the course of 35-odd years, mainly because there was a lack of subjects that I liked, and, let's face it, until fairly recently 1/144 kits had a reputation, some of it quite deserved, for lacking detail and accuracy - and the parts are so tiny! So it was with some trepidation that I approached this build. However, as the esteemed Editor has shown over recent issues, this poor reputation has become obsolete given the remarkable quality of new releases in this scale. There is no better example of this renaissance than the Revell Hunter.

This petite kit comes in a side-opening box with nice artwork. Inside, two sprues of grey parts are accompanied by a small clear sprue and a tiny decal sheet offering two options. These are:

- RAF FGA.9 XF523/N of 54 Squadron, RAF West Raynham, 1968,
- Swiss Air Force F.58 J-4102 of Fliegerstaffel 21, 1960.

The instruction booklet has 8 pages, of which only 4 concern us veterans, as we know the safety warnings by heart now, don't we chaps? I am sure I am not the only modeller around who is multi-lingual solely through reading modern kit instructions. Construction is detailed with exploded diagrams and colour callouts for the details; pretty standard fare. Painting and decaling instructions devote one page each to the two options. Paint recommendations are the standard Revell funky mixes, though you'll have your favourites - I prefer Xtracrylix personally.

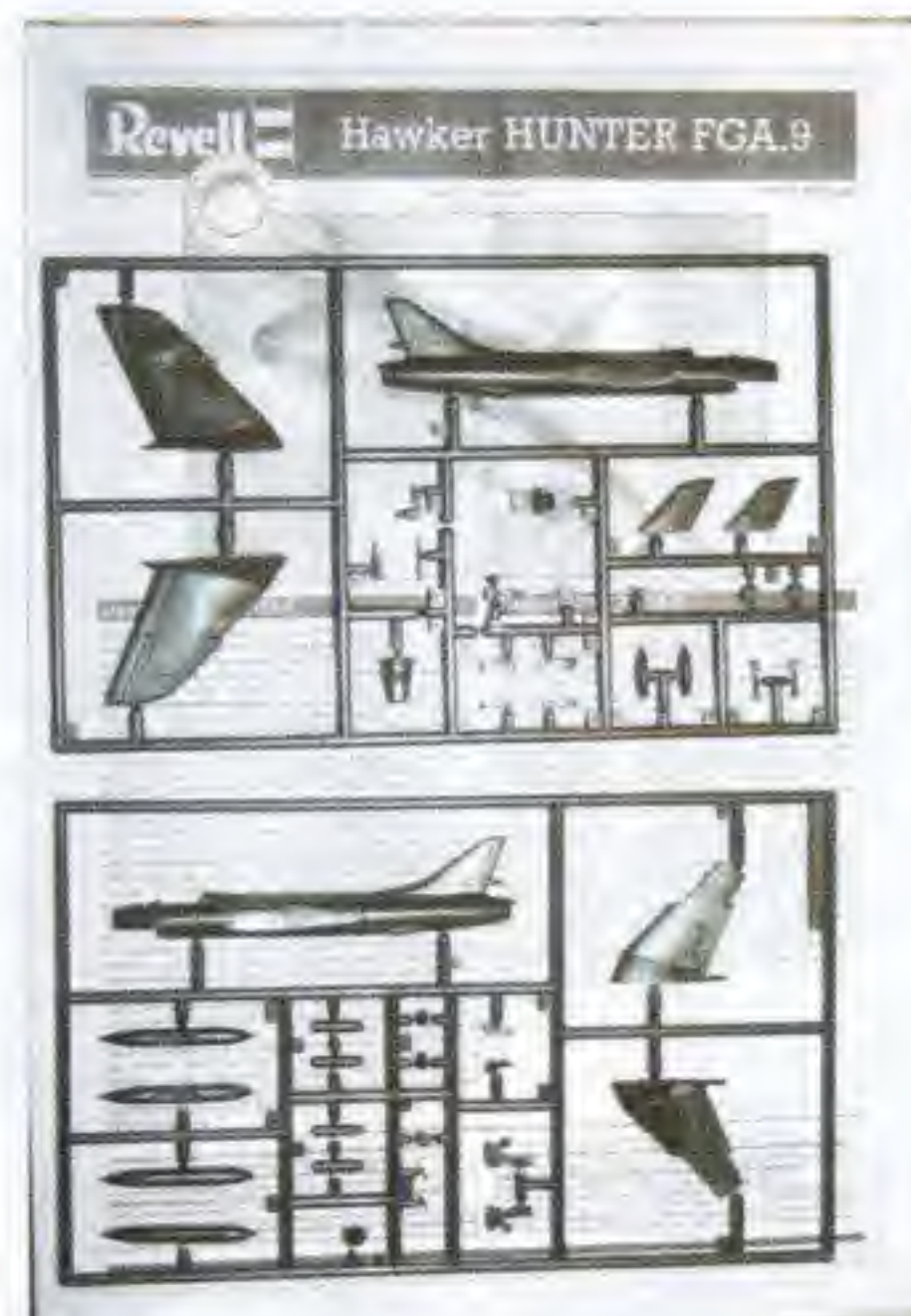
The parts come on two olive green sprues plus a small clear sprue containing the canopy and a gunsight.



All the parts are cleanly moulded with no flash or obvious defects and the engraved detail is very finely done. It's a nice little package and a far cry from the old Revell 1/144 kits that I had bought - these were seriously lacking in detail, inaccurate lines, had poor fit and offered little in the way of modeling fun.

Construction starts in the cockpit, which features a nice tub with raised side-panel detail. Into this is placed an ejection seat that bears little more than a passing resemblance to the correct Martin-Baker 2H of the RAF's FGA.9 or 3H of the Swiss F.58. I had bought some Aeroclub 1/144 white metal seats and pilots for this build and painted up the seats really look good, especially with the addition of some very fine wire painted yellow and black to represent the overhead grab handle - oh, my eyes! However, they are too big to fit in the tub of this kit. Faced with having to use the kit seat, I tarted it up as best I

could, but found that the pilot figure would not fit into it. As my figure scratchbuilding skills are at best limited, I scrapped my original plan to mount this model on a display stand, wheels up, and opted for the conventional flightline pose. Ah, well, at least the

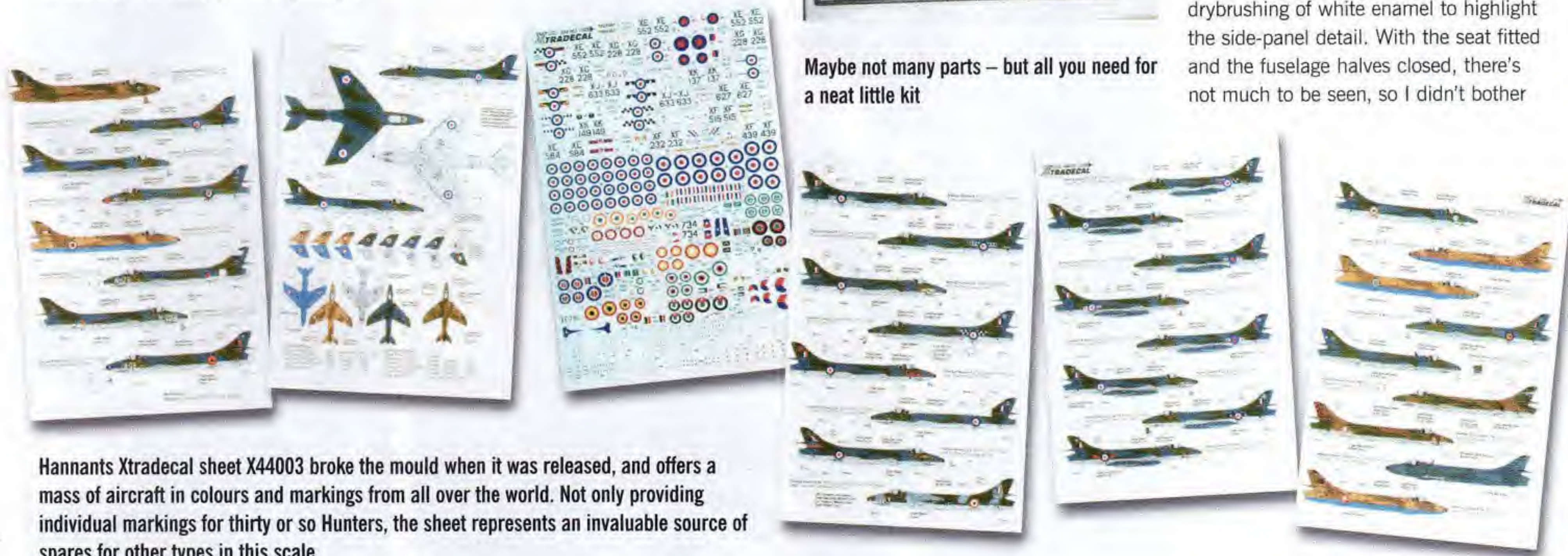


Maybe not many parts - but all you need for a neat little kit

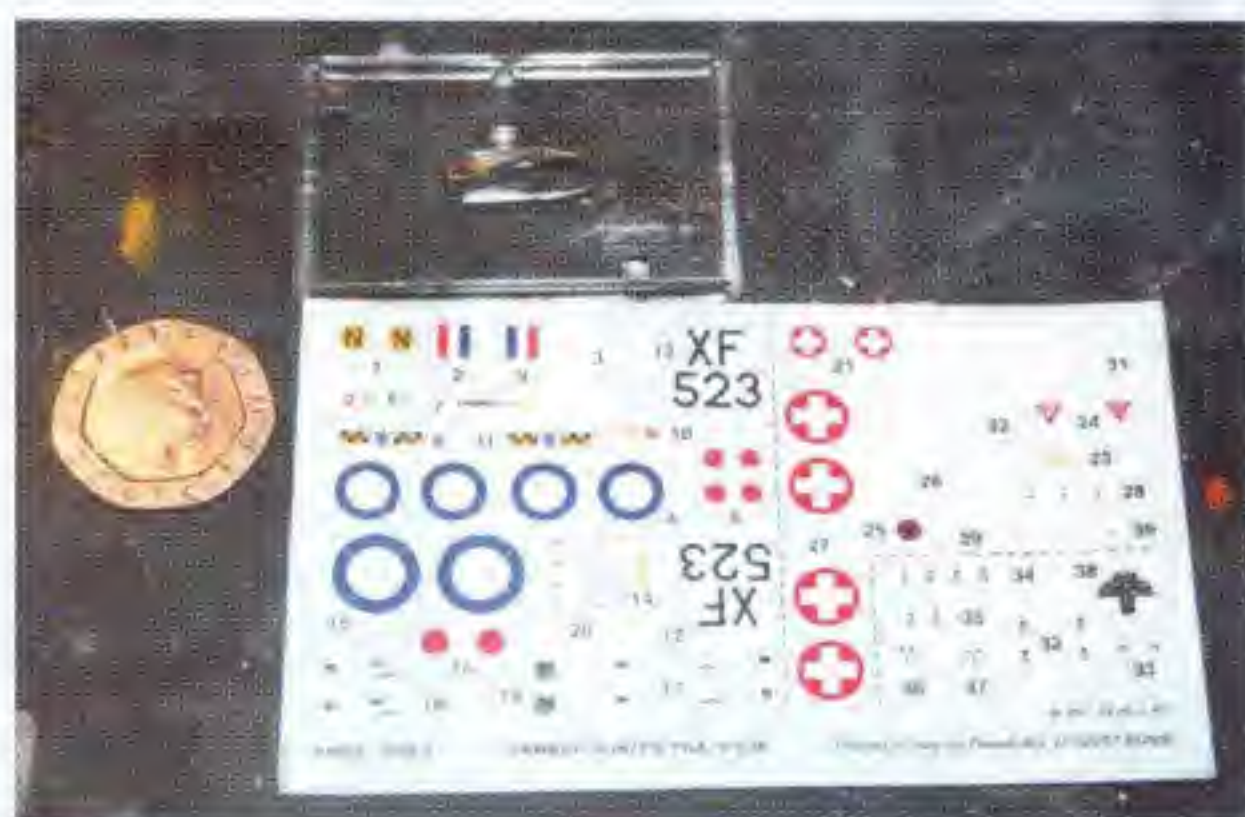
Revell Hawker HUNTER FGA.9	
1:144	
Scale: 1/144	Kit No: 04039
Price: £3.50	Decal Options: 2
Panel Lines: Recessed	
Type: Injection Moulded plastic	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	
Accessories: Xtradecal X44003 Hawker Hunters in RAF and Foreign Service £6.99 www.hannants.co.uk	

seats and pilots can now be used to spice up a couple of those older kits.

The tub was painted a very dark grey (scale black if you prefer), with a light drybrushing of white enamel to highlight the side-panel detail. With the seat fitted and the fuselage halves closed, there's not much to be seen, so I didn't bother



Hannants Xtradecal sheet X44003 broke the mould when it was released, and offers a mass of aircraft in colours and markings from all over the world. Not only providing individual markings for thirty or so Hunters, the sheet represents an invaluable source of spares for other types in this scale



Revell's decal sheet includes options for RAF and Swiss aircraft



All that work... some careful work has gone into the instrument panel



Aeroclub's seats and pilot figures – put aside for a rainy day



Intake trunking starts with filling the wings with putty



The finished intakes pass muster in this scale



Nice wheel well detail is provided, albeit a little shallow, they look good when painted up



The finished airframe ready for the next stage



Masking up for a camouflage scheme is surprisingly quick in 1/144



Finished paint job now awaiting decals

creating miniature throttle quadrants and the like – there's a limit to my skills and my 20/10 eyesight is better at distance than extreme close-up. The instrument panel was painted white; once that had dried it was overcoated with scale black. I used a pin to scratch some instrument faces onto the panel, and it doesn't look too bad. Yes, thank you, my eyes have recovered.... Of course, it was later pointed out to me that the kit's decal sheet has a tiny instrument panel decal... and you can barely see it with the canopy on... Sigh!

The tub was glued to the starboard fuselage side, and the fuselage halves joined. Once dried, the lower nose piece, incorporating the nosewheel bay and cannon port detail, was added. The wheel bay is a little shallow, but not enough for me to warrant scratchbuilding a new one. Some small fishing weights were flattened and cut up to fit around the sides of the bay to add some nose weight, and also to the nose cone which is a separate part. Throughout, construction of the fuselage presented no difficulties with just a light sanding required at the seams. The ventral air brake is moulded integrally with the fuselage, which is fine as this

unit was normally closed when the aircraft was on the ground.

The wings are simple uppers and lowers with the outboard extended leading edge being moulded integrally, rather than being a separate piece as on their 1/72 kit. However, there is no intake trunking and the area looks quite unrealistic. This was a simple fix. Once the wings had been glued together and had set, some Squadron white putty was added to each intake and smoothed using some nail varnish remover on a cotton bud. After the putty had dried, it

was lightly sanded with a small piece of fine sandpaper curled around the end of a paintbrush. This created a nice curved trunk inside each wing. The completed trunks were painted an off-white.

Each completed wing fits into a recess in the fuselage, but before gluing them into place, I painted the recess off-white to match the wing trunking. I added a small circle of black paint about halfway back in each recess; this represents the entry to the engine compressor, and is perfectly adequate in this scale. Once the wings were glued

into place, the effect is much more realistic than the kit provides.

The canopy fits perfectly and was masked with Tamiya tape before I glued it into place.

With main airframe construction complete, it was time to paint this tiny model. As I use an airbrush almost exclusively for external paintwork, I was faced with an interesting little masking job! Luckily, Tamiya yellow tape is ideal for this, being easily cut to shape and flexible enough for the complex compound curves over the upper





Problems with the kit decals were solved by Xtradecals' superb sheet



Applying decals to the closed undercarriage doors



The beautifully tooled main wheels are little works of art

fuselage and wing. After washing with warm water and detergent, the model was allowed to dry thoroughly before a coat of Xtracrylix Dark Sea Grey was added. To compensate for 'scale colour' I added about 25% Medium Sea Grey to lighten it. To my eye, this looks about right. Once dry, the masking was added and a coat of lightened Dark Green completed the upper camouflage effect.

After allowing the paint to dry overnight, I masked the top surfaces and added a coat of ModelMaster Metalizer Dull Aluminum to the undersides – a relatively flat sheen for scale effect again. This is an important consideration in this scale, as a shiny model would look very toy-like. Having said that, I then proceeded to add a coat of Future acrylic floor wax to give a gloss coat for the decals to sit on!

It had been my original intention to use the kit's decals; however, I quickly found that these were not going to work. I applied the RAF roundels, but was disappointed to find that they wouldn't adhere properly to the model, despite my usually successful method of applying decals over spot-applied wet Future. This was quite unexpected – it might have been a bad batch, as I've had 3 friends build this kit and none had issue with theirs – but Hannants came to my rescue with a sheet of Xtradecals' finest, their 1/144 Worldwide



Hunters sheet.

This is an excellent example of the decalmakers' art, offering numerous options, and being well printed. I chose to use the very first option on the sheet, an FGA.9 of the combined 8/43 Squadron, based at RAF Khormaksar during the Aden Conflict in 1966. This features colourful bars on each side of the fuselage roundel, representing 8 Squadron on one side and 43 on the other. These decals work beautifully, being thin and settling down nicely over Future. There are two issues to take care of when applying the decals, neither of which relates to the quality of them, but more to the design of the aircraft. Firstly, on top of each outer wing is the pylon

ejector housing, a small bulge than happens to be located where the outer edge of the upper wing roundel sits. As this bulge is quite prominent, I didn't think the decals would settle down around them without some creasing, so I cut a slit into each roundel, place it over the bulge, then painted the bulge white to match the rest of the roundel.

The other issue is with the Hunter's under wing serial presentation, which spreads across the main undercarriage well doors. The solution here is quite simple. I glued the doors into place with a touch of white glue. Once dry, I applied the serials across the doors. When these had set, it was a simple matter of running a new scalpel blade around the

doors to cut the decals. The doors were removed and the glue peeled off.

The Xtradecal sheet is excellent, and with as many options as it has, I can see this being a useful addition to my spares box, not just for Hunters but for other types as well. This is just sheet 3 in their 1/144 range – I hope there will be more soon.

With all the decals in place and dried, it was time to add all the fiddly bits, which in this scale are even fiddlier. I was very pleased with the detail on the undercarriage. Both nose and main legs have good detail, and the wheels are little gems. The doors are a bit thick and in retrospect, I should have thinned them. The stores pylons are super, but I noticed an error with the outer wing pylons. These should line up with the pylon ejector bulges above the wings, but Revell would have you glue them about 2mm inboard of them. I don't have a Hunter to hand to tell me whether the pylons or bulges are correctly positioned, so I opted for the easy solution and moved the pylons underneath the bulges.

The stores selection is a little sparse, but then the FGA.9 wasn't noted for those publicity shots with vast arrays of weapons. The standard 230-gallon drop tanks are included, but these look a bit slim to me and I decided not to use them. Then I had an 'England goalkeeper moment' when I fumbled one of the rocket pods, the carpet monster cleaning up and leaving my little Hunter store-less. That's an issue with 1/144 kits – no aftermarket stores available at the moment. Any enterprising aftermarket guys reading this might look at this opportunity. Please. In the interim, my Hunter has just returned from a short-range training sortie....

The final step was to spray the model with a coat of Xtracrylix Satin Varnish, to give a suitably scaled-down finish. I am quite pleased with this little model. The kit is very nice indeed – great fit, good detail and the subject is impeccable. Now that I've completed this little beauty, I have invested in a pair of RAF Tornados, and am very tempted by Sweet's Sea Kings, so perhaps I am on the first step to conversion. But first, I need to see my optician...

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Build your own Cody Flyer

An Introduction to Scratchbuilding

Part 1: Overview

It cannot have escaped many aviation enthusiasts' notice that this year marks the 100th anniversary of Britain's first sustained flight. On the morning of October 16th 1908, The American born aviator and ex-showman Samuel Cody flew his machine; 'British Army Aeroplane no.1' 423m (1,390 ft) across Farnborough common. With the 100th anniversary celebrations looming it seems to be the perfect time to have a go at building one of Cody's creations for myself, and what better subject to choose than the 'British Army Aeroplane no.1' as it appeared on October 16th 1908. As one would expect there are no kits available in any scale of this fragile looking monster, which would mean a complete scratchbuild.

What is Scratchbuilding?

Put simply the term scratchbuilding applies to anything built from basic raw materials such as plasticard, wood, wire and tissue or even (in true Blue Peter style) general household items. Scratchbuilding is commonly associated with modellers of early aircraft such a WW1 subjects. This is partly because Plasticard modelling is ideally suited to the box-like constructions of the early periods and partly because up until relatively recently this era was generally ignored by major model manufacturers and there was therefore more of an incentive to do it yourself.



The Cody III, IV and VI

Why Scratchbuild?

In plastic modelling terms; scratchbuilding, like vacform modelling, appears to be a dying art. It doesn't take a university mind to work out why. You only have to look at the *News*, *Preview* and *Review* pages of this magazine to tell you that there are more than enough high quality kits out there to give your average modeller a lifetime of pleasurable modelling, so why should anybody need to bother messing around with bits of Plasticard? I think there are many responses to this. Firstly you could turn the argument around with something like 'Why build other people's models when I could build my own?' or even 'why am I wasting time correcting other people's mistakes when I could build the whole thing myself'. Secondly, scratchbuilding is simply a very useful modelling skill that can be incorporated

into mainstream kit building to improve or correct. Thirdly, and most importantly, there can be nothing more satisfying than building something individual from raw materials.

Let's Celebrate

The idea behind this series of articles is to give a general basic overview of common Plasticard scratchbuilding techniques by following the build of a 1/72 'British Army Aeroplane no.1'. I would encourage anybody interested to have a go in their chosen scale and to help you along the way with this we have managed to include a brand new set of previously unseen plans drawn by pioneer-era aviation enthusiast and modeller Ed Banham. These plans and a set of useful internet links to reference material should be enough to allow the completion of your very own Cody flying machine. At the point I am writing this I am not sure where this project is going to take me and that in itself is part of the fun of scratchbuilding.

Materials

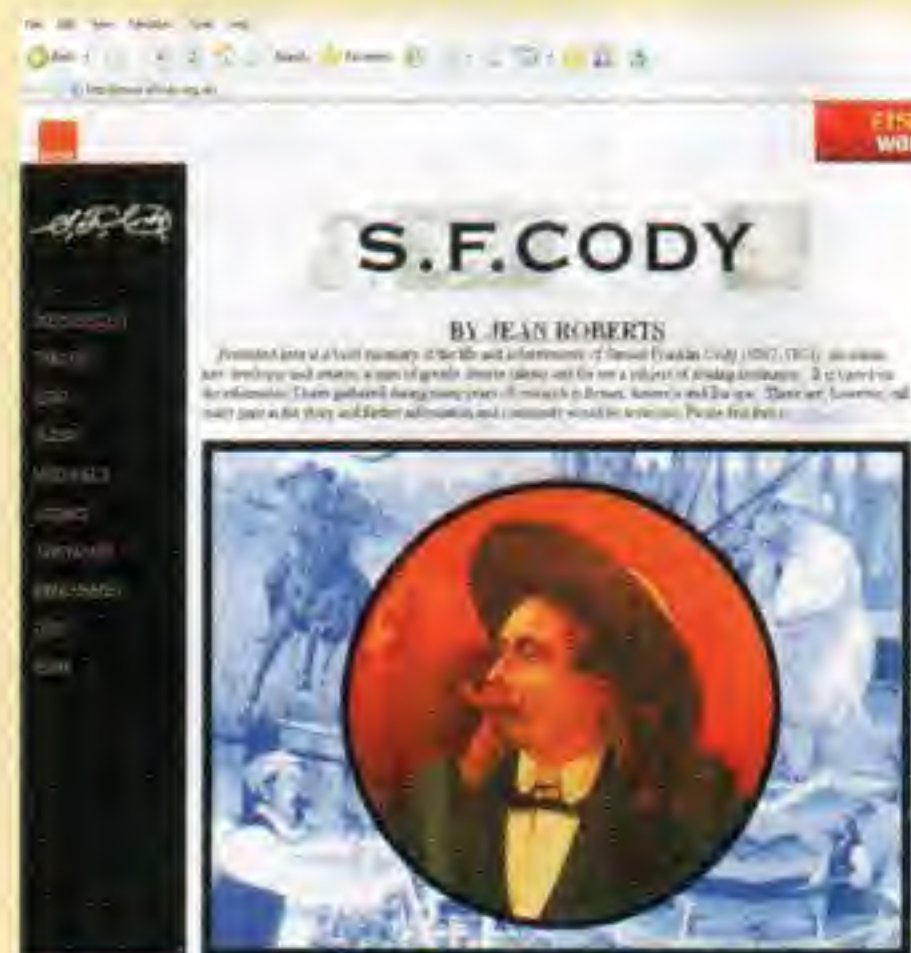
The raw materials of a scratchbuild can be absolutely anything suitable for the part you are building, but below are the most widely used materials, most of which I'm sure will already be part of many modellers' stock.

1. Plasticard

These are sheets of styrene card which can be obtained in various thicknesses from 10 thou upwards. This must be the most commonly used raw material for building up airframes and flying surfaces. I tend to find the thinner



This B.E.2c was one of my first true scratchbuilds. The model was built during work lunch hours and still sits in my office



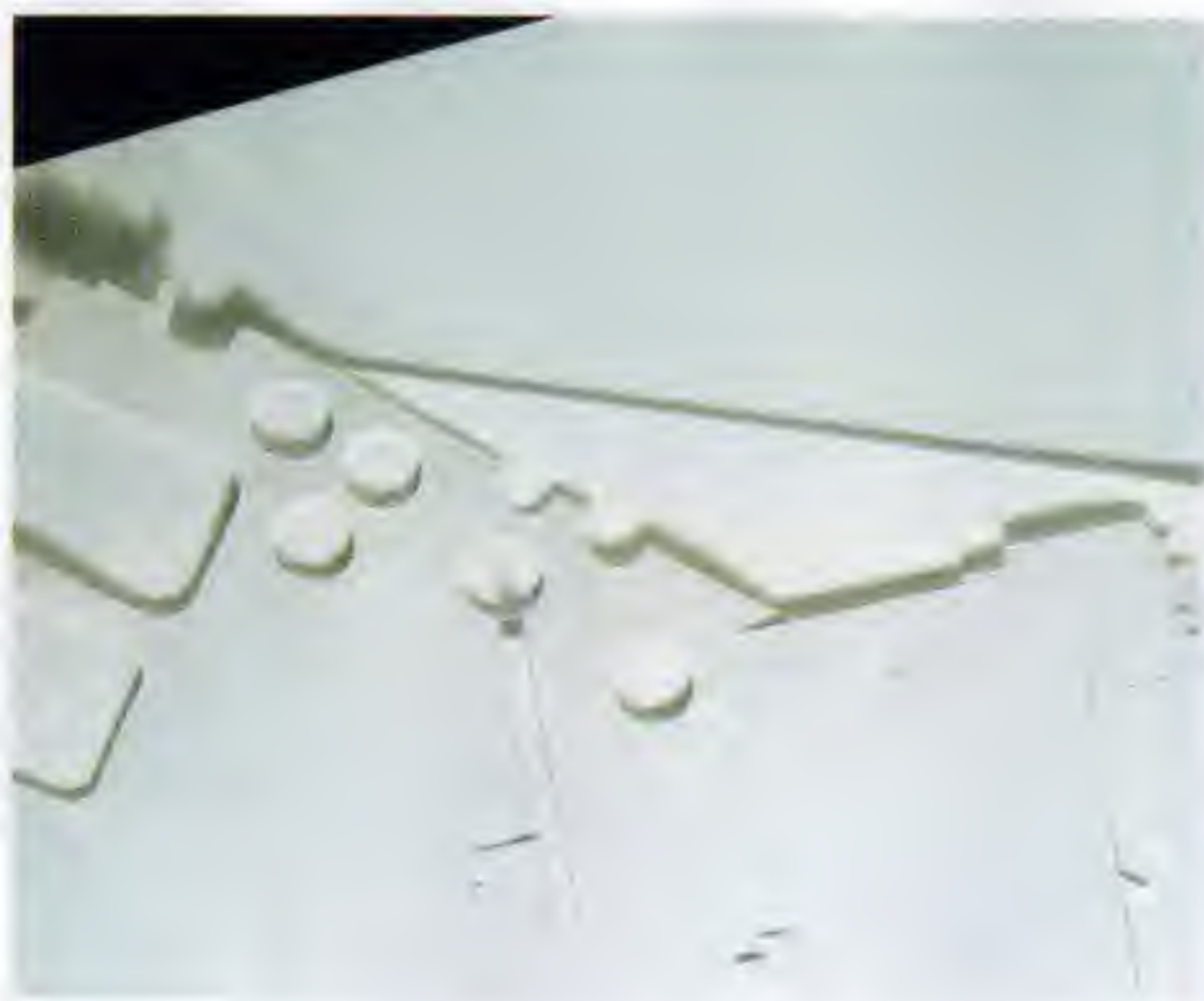
www.sfcody.org.uk provides a lot of historical background to Cody's career



The scratchbuilders' bible, scale model aircraft in plastic card by Harry Woodman is available to read online



The FAST web page details the building of a



Plasticard sheets of various substances



Plastic rods of various sizes and from a variety of sources



Examples of brass 'strutz' and Contrail plastic struts



Copper coring from the centre of household wiring is particularly useful for scratchbuilding tyres. This can be obtained in a range of different substances



Examples of fuse wire and thin gauge wire



Carbon fibre calipers are particularly useful for making accurate measurements

grades (10,15 and 20 thou) are of most use but very thick grade can also be useful for carving items like fuel tanks, engines, props etc. The thinner sheets can be embossed to create raised surface detail such as ribs. In my fairly rural local area I find model railway shops to be a useful source of plasticard.

2. Plastic rod

Another product widely available in model railway shops, these are available in a variety of substances and are extremely useful. You can of course make your own plastic rod by stretching sprue over a candle flame, but I prefer to purchase mine to the correct substance. You can also obtain rods with a square

cross section which are useful for open structures on early aircraft such as the Bleriot IX fuselage. Plastic tubing is also available which is handy for modelling exhausts, intake pipes and crude dashboard dials.

3. Balsa wood

Being a light material that's easy to sand balsa wood is often used as a core material for parts like wings and complex fuselages. The idea is that the shape of the wing or fuselage is carved in balsa wood, which is then covered with 10 thou plasticard. This technique is more suited to aircraft with thick wing structures and I will therefore not be using balsa within the Cody build itself, although a few scrap pieces may well be useful. Balsa is also useful for making simple vacform/plunge moulded templates.

4. Wire

Various sizes of wire can prove to be very useful for a scratchbuilding project. I tend to keep a selection of fuse wires for general use. Very thin gauge copper wire is a very convenient material to use for spoked wheels. It's also useful to keep a selection of household wires with various sizes of thick copper coring within as once stripped down the coring makes perfect tyres.

5. Struts

If you are scratchbuilding biplanes you will require plenty of struts. These can of course be manufactured from items like plastic rod or even in the larger scales –



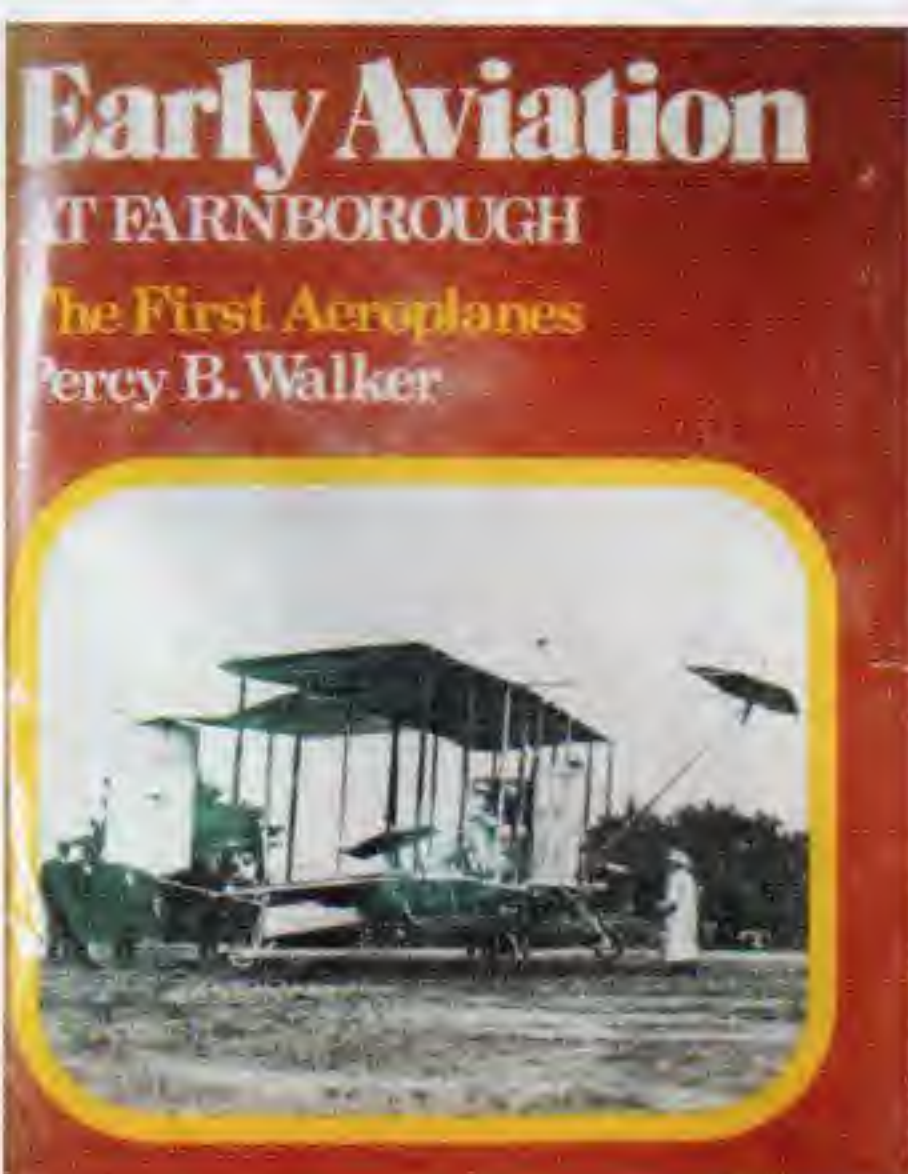
A simple jig build for the production of spoked wheels

wood or bamboo, but this can be quite a laborious exercise. Fortunately there are two products in the market place that can save a lot of work. Contrail produce lengths of plastic struts in various sizes while if you want something a little sturdier Strutz produce sets of struts

made from brass. Both products have their advantages and disadvantages but for the smaller sizes I would recommend using 'Strutz'. Both products are available from Aeroclub.

6. Aftermarket items

There are always going to be parts like machine guns, which because of their size and complexity are not going to be easy to scratchbuild. This is where aftermarket items come in useful. Aeroclub in particular are a good source of inexpensive white metal machine guns, engines and wheels. Another good source, particularly for guns and engines is the spares box, a collection of useful spare bits and pieces kept by most of us which often in reality lies unused. For WW1 aircraft, Roden kits are a



Percy Walker's book on Early Aviation at Farnborough is full of detailed information and useful photographs of British Aeroplane no.1



A superb 1/72 model of the 1911 Cody IIIe Michelin cup winner built by Ed Banham predominantly from wire & tissue. I'm afraid my effort will not be to this standard



Another of Ed's Codys. This model is of the Cody VI in which Cody and his passenger fell to thier death in August 1913

particularly good and inexpensive source of useful spare parts.

Tools

The types of tools I use for scratchbuilding are generally no different from those that most plastic kit modellers will have on their workbench. A sharp knife and steel rule are crucial. A good set of needle files is a must as is a full set of twist drills. If you are using wire or brass struts a small wire cutter will be required. A scribe is also extremely useful for producing panel lines while fine tipped 'bic' pens are perfect for embossing ribs. Another item that is handy, but not essential, is a good set of callipers for making accurate measurements. I would avoid using the traditional heavy metal style of callipers which are a little too unwieldy for modelling purposes but inexpensive light carbon fibre callipers are available which are perfect for modelling purposes. For plasticard modelling I would recommend using superglue in preference to plastic modelling cement. This is because the solvent in the polystyrene cement can severely melt and distort the thin gauges of plasticard if used in excess. For this Cody build we will also need a jig on which to produce spoked wheels. This is simply a piece of wood with 24 small nails evenly spaced around a large circle. One further nail is positioned outside the circle. A normal tap washer makes a useful centre part of the jig which is left free to allow accurate central positioning of the wheel. For this build I will also be using a soldering iron, solder and flux.

References

It's difficult to build any model without good reference material and this is, for obvious reasons, particularly true of scratchbuilding. Most importantly a good set of plans showing side, top and front views is required. For complex fuselage shapes, plans with cross sectional views are particularly useful to the scratchbuilder. The plans don't have to be particularly detailed but they do need to be reasonably accurate. As already mentioned this article is being supplied with a full set of plans for Cody's British

Army Aeroplane no.1 which are detailed enough to hopefully build a good representation of Cody's October machine. Below is a further list of photographic and informational references which anybody interested in having a go at the Cody should find useful. On the whole I have tried to provide references that almost everybody



Aeroclub aftermarket items are very useful as a simple way of obtaining small difficult to build parts for your model

can obtain and as such most of these are Internet based.

- *Scale Model Aircraft in Plastic Card* by Harry Woodman: Originally published over 30 years ago this is still the scratchbuilders' bible and many of the methods used in these articles originate from this book. The book is now free to view online at: www.wimodeler.com
- The best source of photographs of British Army Aeroplane no.1 on the net is the science museum photographic archives at www.scienceandsociety.co.uk. If you search for 'Cody' you will presented with a large number of useful constructional photos including detailed views of the cockpit.
- A search through *Flight* magazine's online archives at www.flightglobal.com will produce many references and articles concerning Cody and his aircraft. Be wary of some of the plans but the archive is a good source of first hand information.
- When it comes to building the Antoinette engine the Aircraft Engine Historical Society web site has a good workaround of what is thought to be



Ed Banham's model of a Cody IV. This aircraft crashed into a cow in 1912 and the farmer successfully sued Cody for damages

the actual engine that Cody used on Oct 16th. You can find these pictures at: www.enginehistory.org

- If you wish to learn more about Cody there is a website devoted to his life: www.sfcody.org.uk
- For those who would like to keep abreast with developments of the two Cody replicas being built this year you can read about them at www.codyflyerproject.com & www.spitfireonline.co.uk/news
- Finally for readers who have not yet embraced the World Wide Web I highly recommend the book *Early Aviation at Farnborough the First Aeroplanes* by Percy B.Walker which contains a wealth of information and photographs detailing BAA no.1.

Where do we go from here?

OK, so we have the materials, we have the tools and we have the references. Where do we go from here? This may

sound like a dumb question but it can often be the major stumbling block to a first scratchbuild project. I find the best way to treat a scratchbuild is to think of it as a plastic kit that needs the parts built before assembly. With that in mind I will be treating this short series of articles with the same attitude. In part two we will build the fuselage section of the Cody and I will attempt to investigate briefly various methods of building fuselages in plasticard. The ultimate aim of this series (if there is such a thing) is to prove to non-scratchbuilders that scratchbuilding can be done by anybody with a little plastic kit experience behind them while at the same time celebrating Cody's flight of October 16 1908. Hopefully we will have a lot of fun in the process.

SAMI



Another of my early lunchtime scratchbuilds. At the time of building this Bleriot IX I had no experience of making accurate looking wire wheels, hence these crude renditions of spoked wheels look out of place

Footnote

For those readers who wish to learn more of S.F.Cody, his life, early flying machines and the struggle to be first in the air, the FAST Museum bookshop has copies of *The Flying Cowboy – Samuel Cody, Britain's First Airman* by Peter Reese, Price £17.99 plus postage. FAST is producing a special full-colour Cody Centenary publication in October, which will contain many pictures and drawings of original Cody flying machines as well as a detailed photographic record and description of the building of the replica. This will cost £5 plus postage, all revenues being used to help advance the work of Farnborough Air Sciences Trust, a registered charity.

Samuel Cody and the British Army Aeroplane

The pioneering era of aviation produced more than its fair share of 'larger than life' characters, but arguably nobody was more colourful than Samuel Franklin Cody. It is thought that he was born 'Franklin Cowdery' in Davenport, Iowa in 1867 where it is claimed that he lived the life of a cowboy. He toured the US in a Wild West Show and in 1890 he took his act to Europe where he worked the theatre circuit. By this time he had changed his name to Samuel Franklin Cody, a name often mistakenly linked with the famous showman Buffalo Bill Cody. By 1899 Cody had developed a passion for designing and building large kites and in 1901 he contacted the British War Office with a proposal for man-carrying kites. This led to Cody accepting the post of the army's official kite instructor in 1904. The following year he began experimentation with a large glider built at Crystal Palace. He later took the glider to Jubilee Hill near Aldershot where it achieved glides of up to 740 ft.

In 1906 Cody was promoted to being in charge of the design and manufacture of kites at the balloon factory at Farnborough and it was here that he became involved in work on the British Army's first airship, *Nulli Secundus**. In early 1907 Cody experimented with the fitting of a small engine to one of his unmanned kites and this perhaps may be seen as a prelude to his work on Aeroplanes.

In October 1907, Cody, with the aid of employees from the Balloon factory began building the British Army Aeroplane no.1 as it was to be called inside the Airship shed at Farnborough. Work on the machine continued until January 1908 by which time it was complete but without a power plant. Cody was hoping to use the 50 hp Antoinette engine removed from the badly damaged *Nulli Secundus*, but this



British Army Aeroplane no.1 achieves sustained flight on Oct 16 1908 (Image courtesy of FAST)

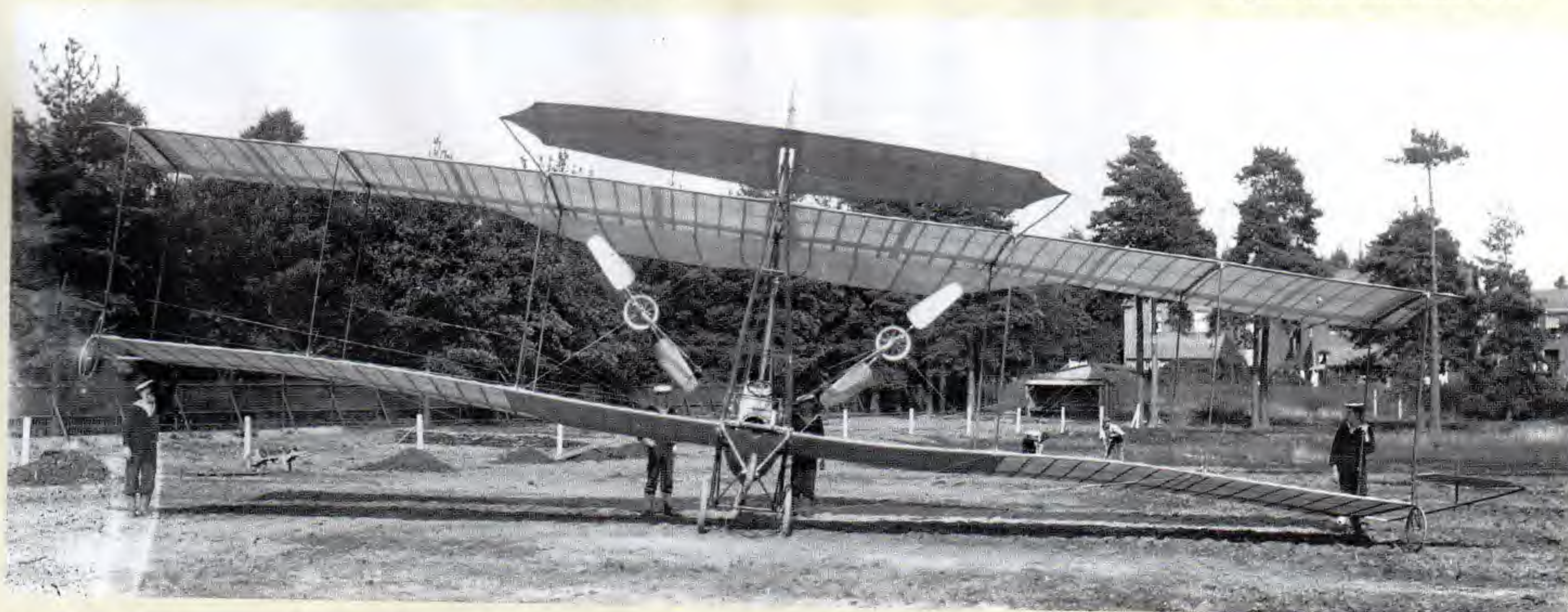


Volunteers at FAST at work under the fuselage nose of the British Army Aeroplane no.1 replica. (Image courtesy of FAST)

was not to be. Orders were received that work was to begin on a reconstruction of *Nulli Secundus* making use of the engine and the Airship shed.

A new shed was hastily constructed to house Cody's Aeroplane and in May he enlisted the help of six sailors to test the aircraft's controls. It also appears that a small electric engine was hooked up to the propulsion system during this period. By the end of July Cody had received a second Antoinette engine ready to install in his aeroplane.

Work on the aircraft was temporarily suspended in the middle of August when Cody travelled to Whale Island to take part in Royal Naval kite experiments, this almost resulted in tragedy when Cody was swept overboard and almost drowned. Cody returned to Farnborough at the beginning of September and immediately made arrangements for his aeroplane to be moved back to the



From the end of May to June 1908 Cody enlisted the help of six sailors from HMS Excellent to help him test the controls of his engineless aeroplane (Image courtesy of FAST)



The engineless BAA1 in the Airship shed at Farborough sometime before May. Note the bamboo pole originally used to control the elevator. This was later replaced by control cables (Image courtesy of FAST)

Airship shed (made vacant by *Nulli Secundus II*'s demise) ready for final engine installation. Two weeks later, on September 19th, British Army Aeroplane No.1 was rolled out of the shed ready for tests. This first set of trials continued until September 29th when BAA1 made a short hop of over 230ft (70 metres).

At this point Cody, once again had to abandon trials to fulfil kite flying commitments at Whale Island. When he returned he immediately began modification work; the ailerons (outboard of the wings) were removed and the originally central radiators were repositioned midwing. The modified version made its public debut on October 14th. For two days Cody was content to test the aircraft making short hops and slight adjustments.

October 16th began in a similar manner but after three circular runs on the ground he began taxiing towards what was then the Swann Inn Plateau. The aircraft suddenly lifted into the air and flew about 230ft (70 metres) on to the Plateau. Cody later explained this in his own colourful manner: 'I was accused of doing nothing but jumping with my machine, so I got a bit agitated and went to fly'. Cody then positioned his aircraft ready for his first attempt at sustained flight.

Cody's intention had been to fly in a diagonal north-westerly direction across the common from his starting point in the south-west corner, but at an altitude of 30-40ft the aircraft drifted south-westerly towards a patch of trees Cody had intended to avoid with his original route plan and he was forced to gain height to clear them but encountered severe air disturbance which banked the aircraft violently. The port wing tip caught the ground causing the aircraft to

turn and lose height but Cody managed to regain control and levelled the aircraft. He was now heading towards another clump of trees which he would be unable to clear. Banking left he managed to avoid the trees but in doing so he once again caught the ground with the left wing. This time the aircraft crashed. Its crumpled form was a less than perfect end to this historic flight, but Cody himself emerged from the Army Aeroplane unscathed and a national hero having flown British Army Aeroplane no.1 423m (1,390 ft).

Of this first flight Cody is quoted as

saying 'I am sorry that the accident occurred, but I have accomplished what I aimed for: I have constructed a machine that can fly'. By January the machine had been rebuilt as 'British Army Aeroplane 1A', the fantail had gone and the machine once again had ailerons between the upper and lower wings. At this point his contract with the War Office was terminated but he was allowed to build a shed at Farnborough and continue on his aeroplane. By May more major modifications to the machine resulted in it later being known as the 1B. In August 1909 the last

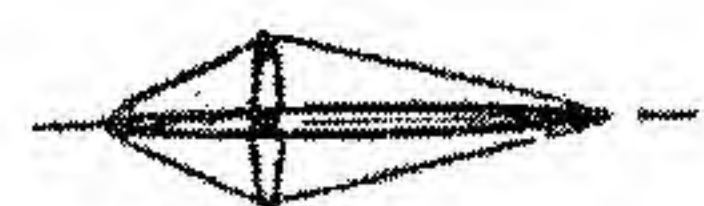
incarnation of the original design, the Cody IC made its first flight. Cody continued building and flying his aircraft until August 7th 1913, when a tragic accident in the 'Cody VI' killed both Cody and his passenger. He was buried in Aldershot Military Cemetery. Approximately 100,000 people lined the route of the funeral procession to pay last respects to this extraordinary man.

SAMI

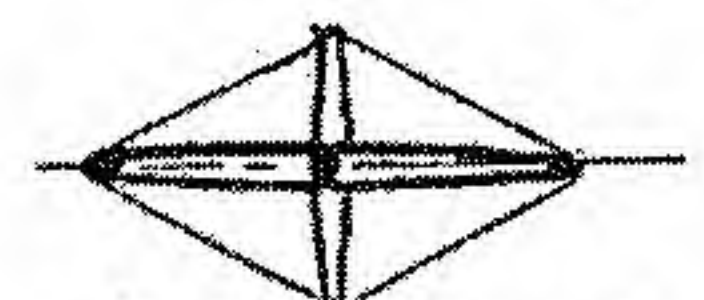
* This engine was originally intended for Cody's Aeroplane but a shift in War Office policy dictated that it be fitted to the *Nulli Secundus*.



This static replica (photographed early June 2008) of British Army Aeroplane no.1 is currently being built by FAST volunteers at Farnborough. The replica is due to make its debut at Farnborough Airshow in July (Image courtesy of FAST)

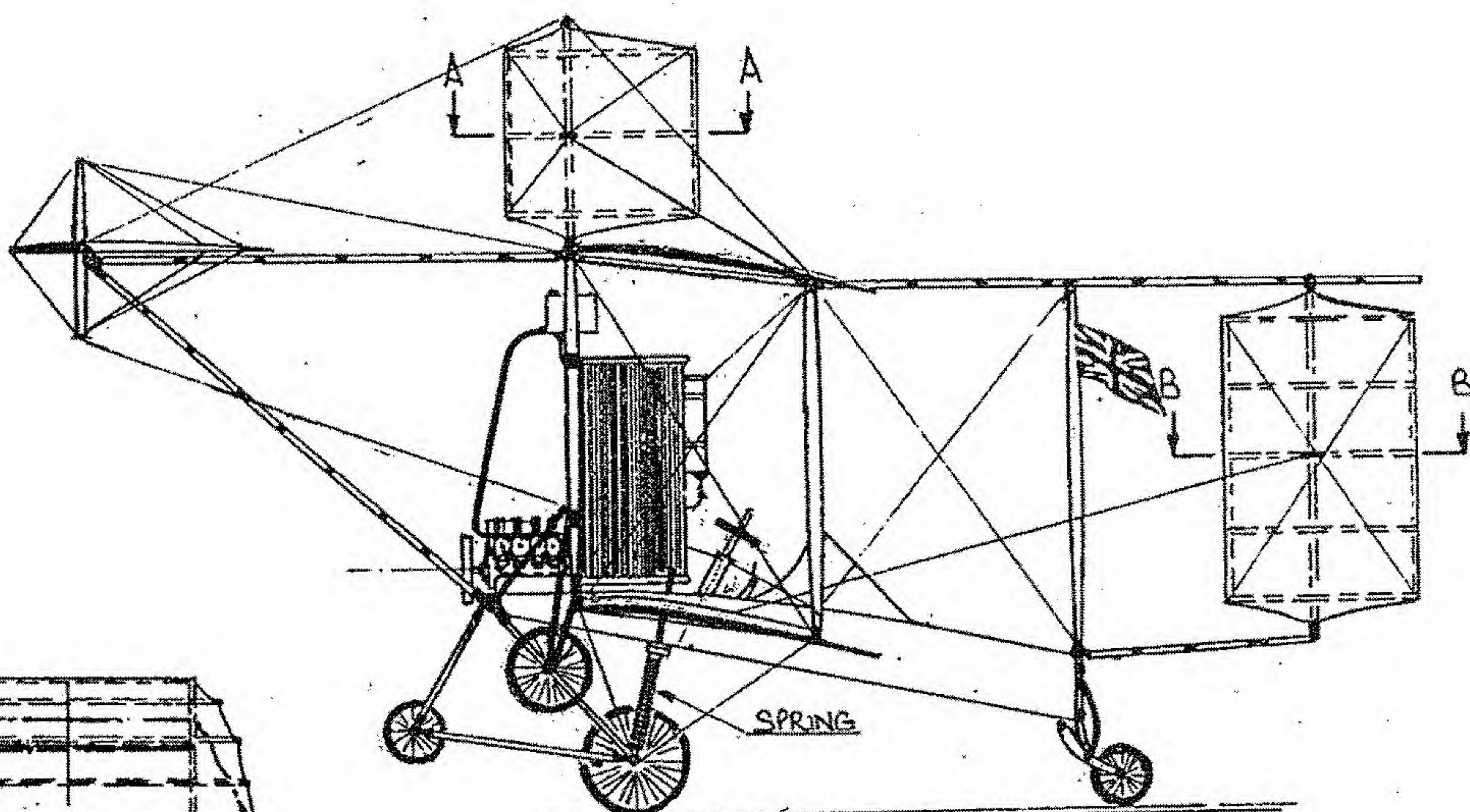


SECTION A-A

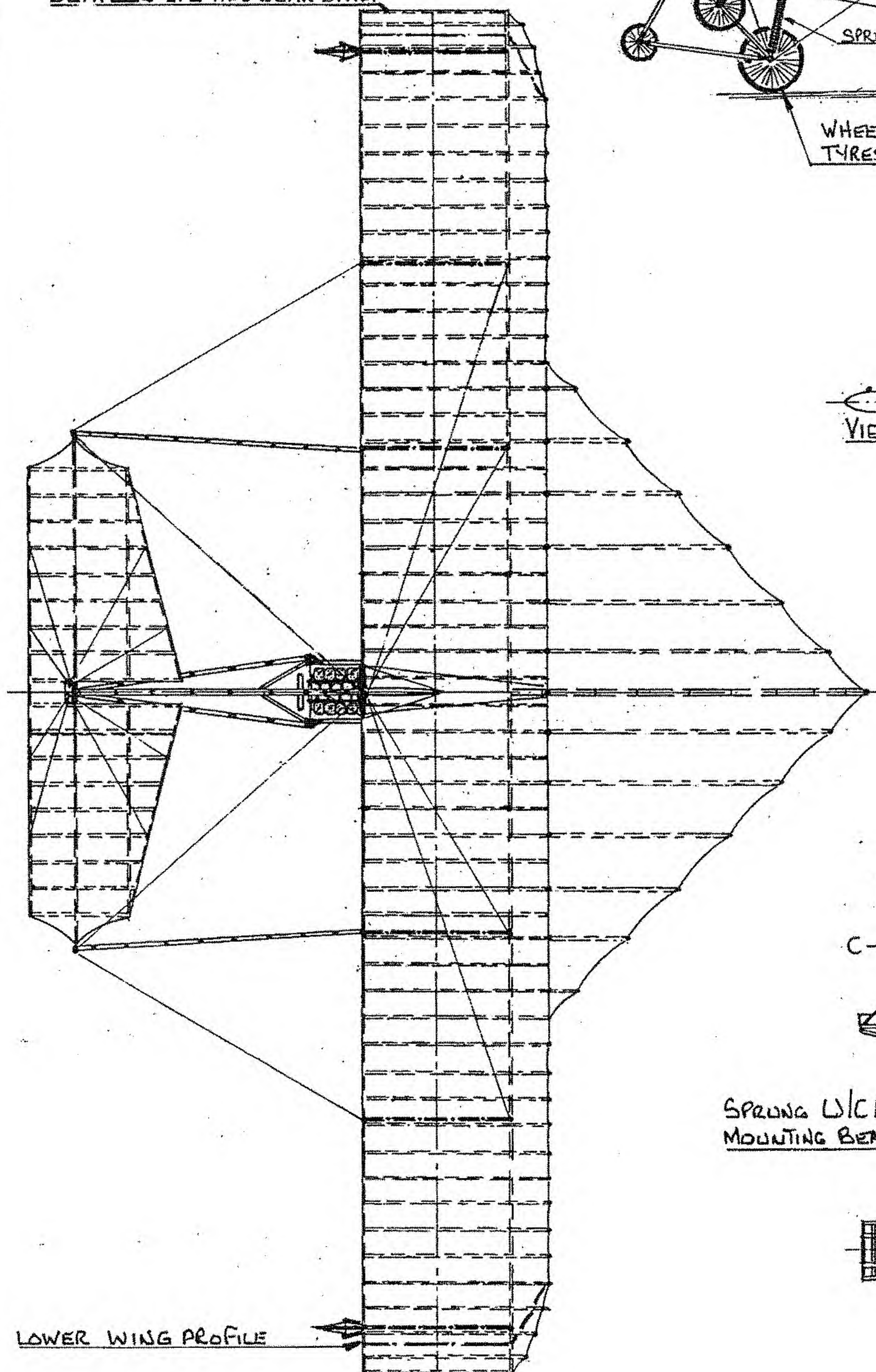


SECTION B-B

WING TIP FLAT
BETWEEN L.E. AND REAR SPAR.



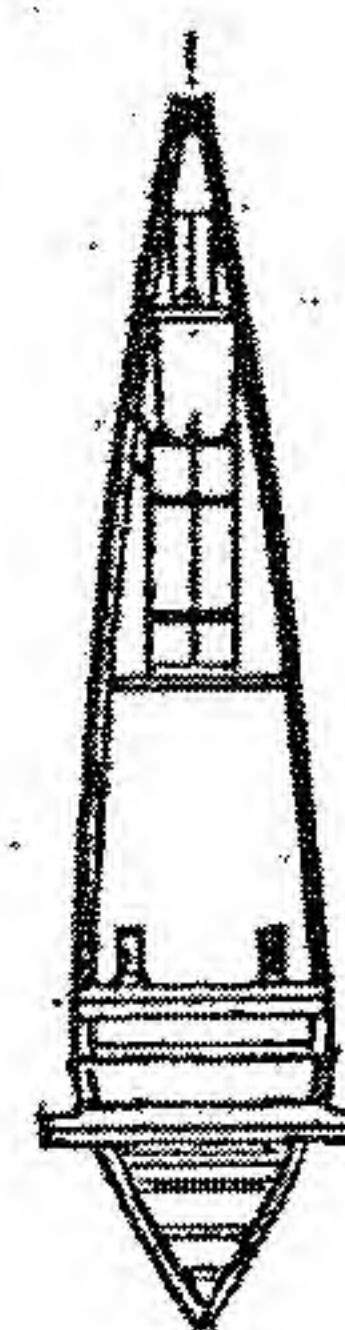
WHEELS - STEEL
TYRES - GREY



LOWER WING PROFILE



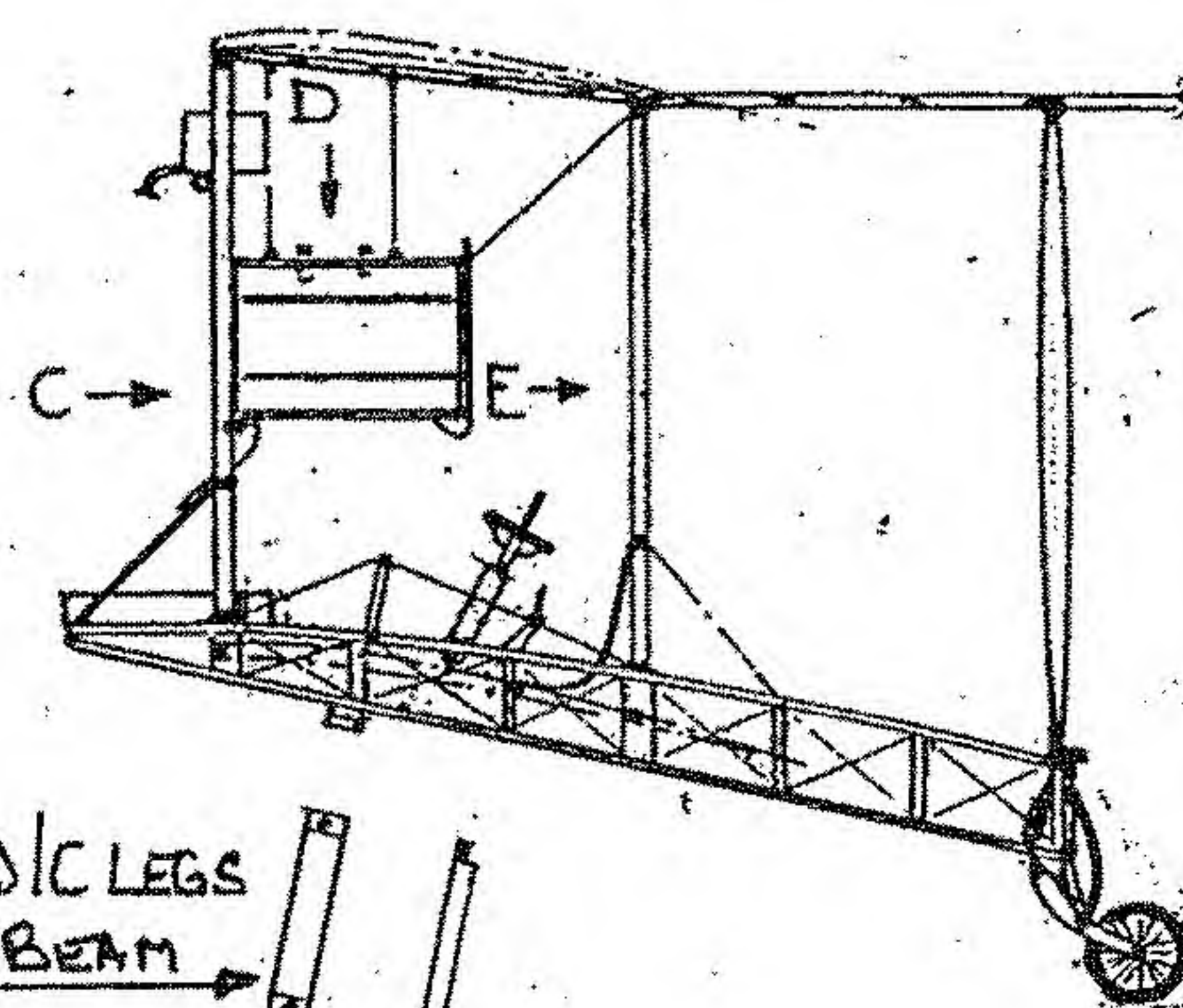
VIEW D



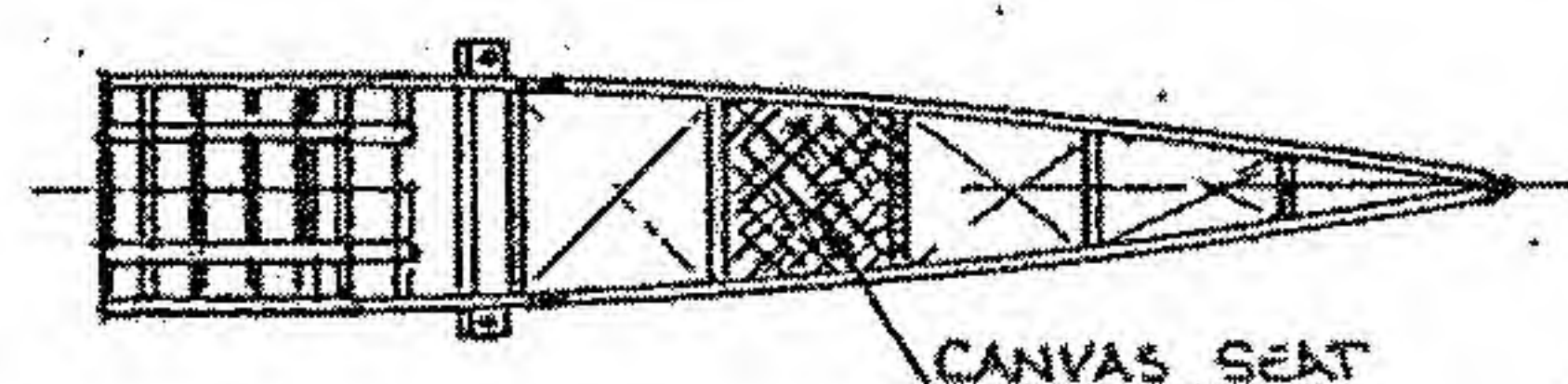
VIEW C



VIEW E



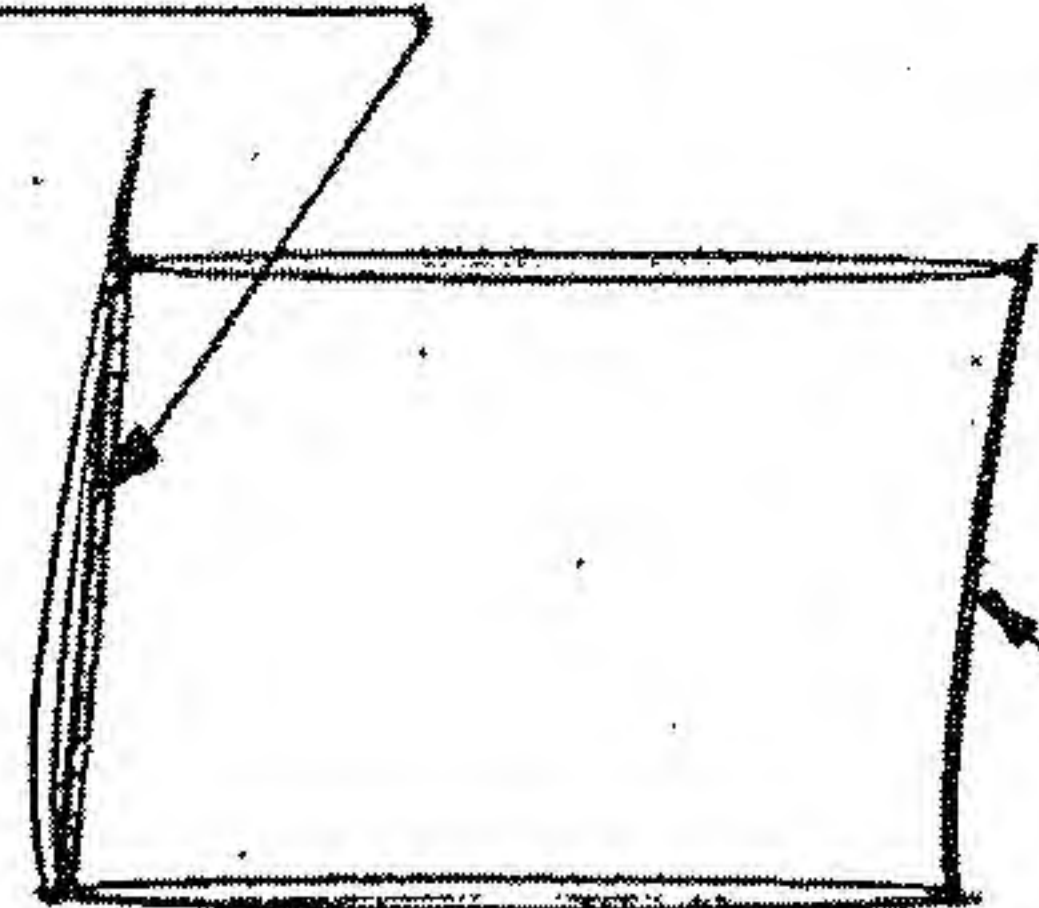
SPRING W/C LEGS
MOUNTING BEAM



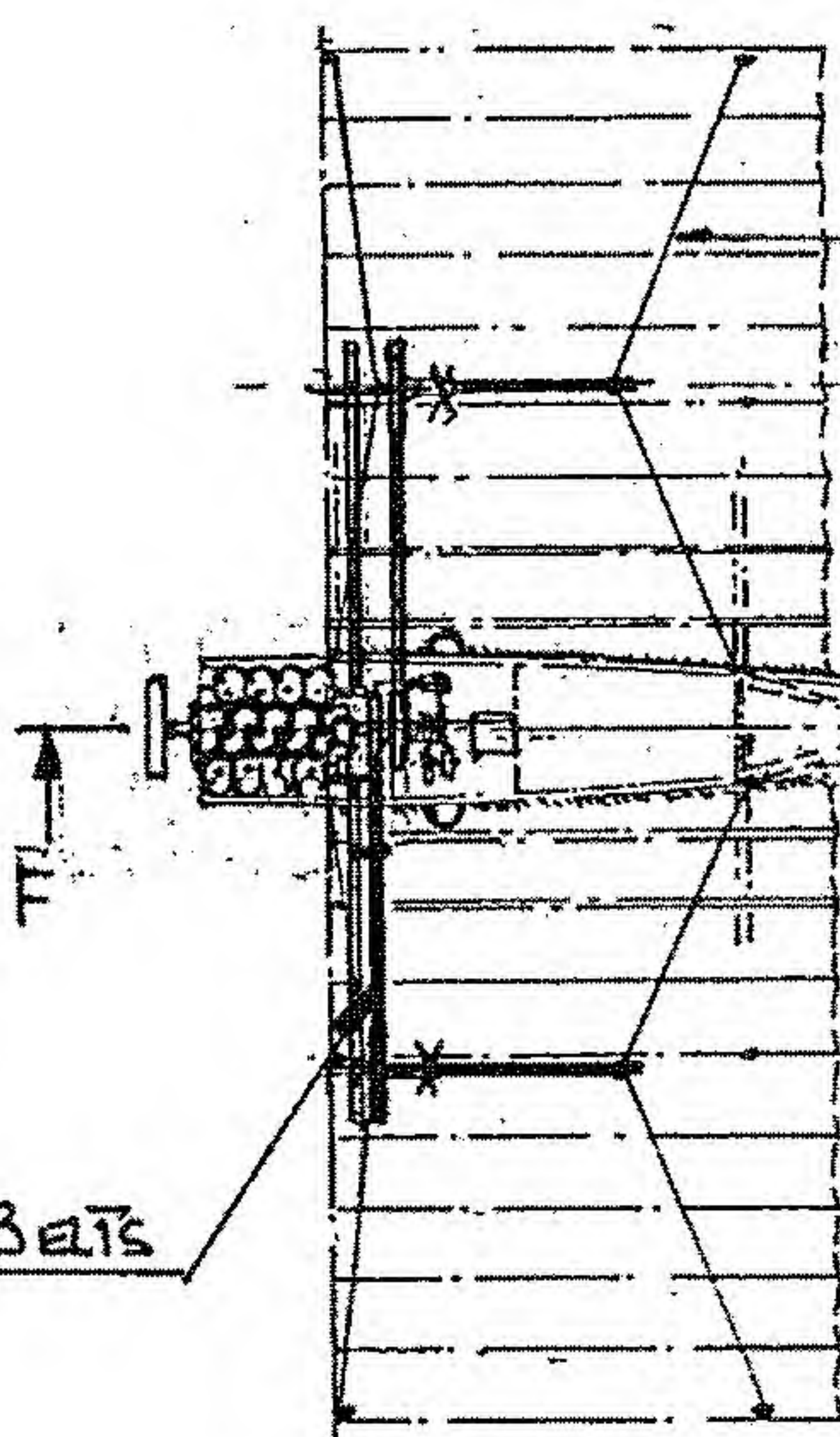
CANVAS SEAT

DETAIL OF FUSELAGE

BETWEEN STRUTS UNDERSIDE
TOP WING



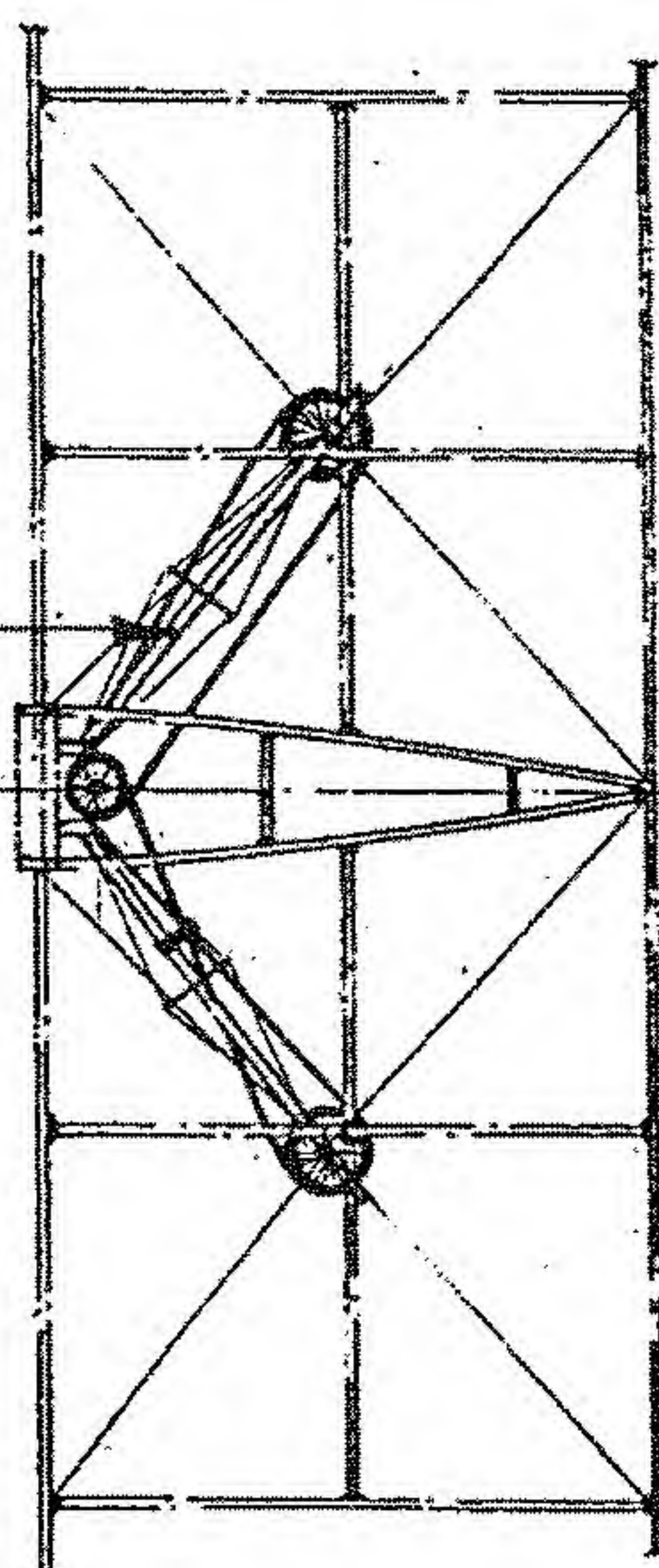
BETWEEN WING TIP STRUTS ONLY



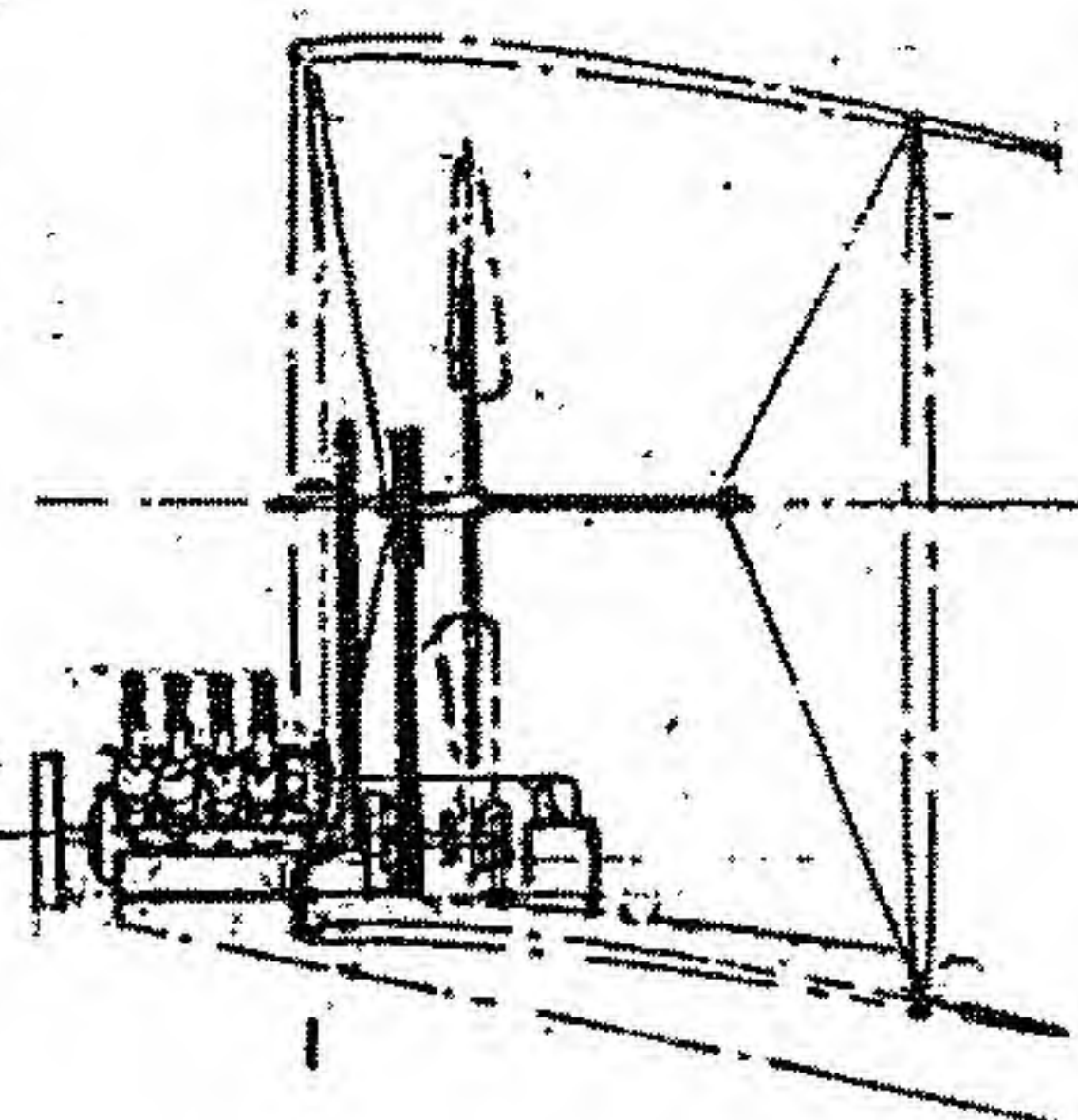
PROPELLER SHAFT
SUPPORT WIRES

BELT TENSION
STRUT

2 BELTS

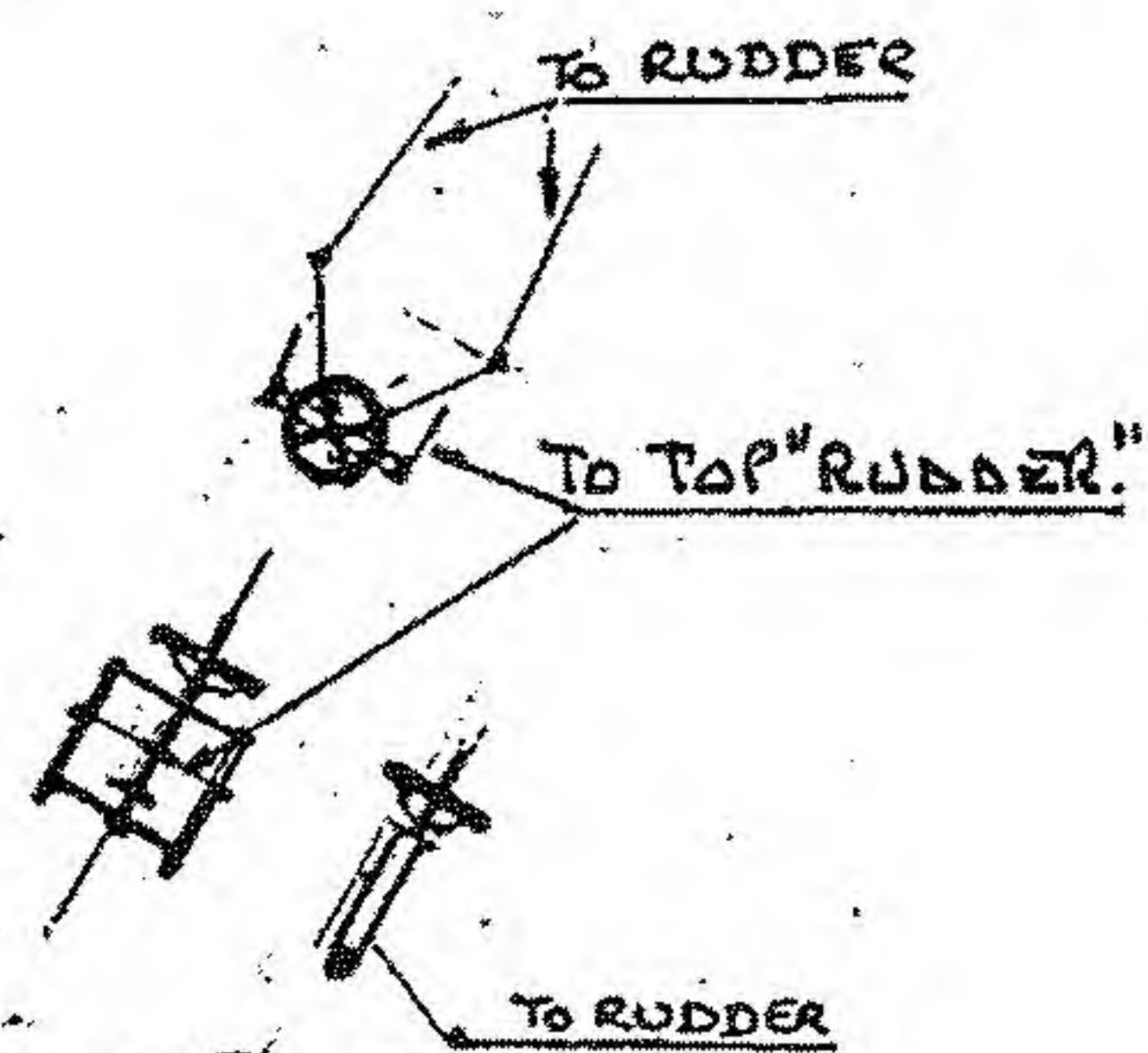


ENGINE OMITTED
FOR CLARITY.



SECTION F-F

DETAIL OF PROPELLER
MOUNTING AND DRIVE BELTS



DETAIL OF CONTROLS
ASSEMBLY

WATER PIPES
ENGINE-TANK
TO RADIATOR.

CODY'S BRITISH ARMY AEROPLANE No 1

16TH OCTOBER 1908

SCALE 1/48

REFERENCES

EARLY AVIATION AT FARNBOROUGH - THE FIRST AEROPLANES
BY PERCY B. WALKER.

W.W.I. AERO ISSUES NOS 121 AND 168

BRITISH AIRCRAFT 1809-1914 BY PETER LEWIS

BRITISH AIRCRAFT BEFORE THE GREAT WAR.

BY M.H. GODDALL AND A.E. TAGE.

THIS DRAWING IS MY INTERPRETATION OF THE
B.A.A 1, USING INFORMATION FROM PUBLISHED PHOTO'S,
BOOKS, DRAWINGS AND ARTICLES. — E.S. BANHAM.

Slow Train Coming

New-tool Trumpeter or sixth generation FROG reboxing – you can't take 'em with you!

When I worked for the *Planes of Fame* in Arizona, my boss, Bob, and I would bemoan the lack of interest in preserving veterans' keepsakes, especially photos and wartime memorabilia that are now historic documents and artifacts. I suppose that while it was important to the veteran, for many families the connection was not there and it was just more junk to be thrown away. The favourite story was that of a B-17 crew member who passed away, leaving many treasured memories behind, including his original leather flight jacket complete with nose-art painting on the back. This item, one that any museum would be proud to display, was given to his teenaged grandson, who promptly cut off the arms to make a 'cool' biker-type jerkin...

I tell this story because we modelers are in a similar position, whereby our models, kits and reference collections are treasured possessions to us. While rarely of historical value per se, these collections have deep personal meaning and value. After all, we've invested many hours of work in our models, and spent vast amounts of time researching our projects. To us, our models are an important part of who we are. But what do they mean to our families? What will happen to YOUR collection when you die?

This might seem to be a rather morbid subject, but let's face it: none of us is getting any younger, and with the best will in the world, we'll all pass through to the great hobby shop in the sky sooner or later. It's one of life's certainties, like taxes and the re-release of Airfix's JE-J.

While many of us are blessed with understanding spouses and families who allow us the freedom to practice our hobby, they may not always

recognize the value of our possessions. So what can we do to 'protect our investments?' Pre-planning, and a written plan of action are essential. While that doesn't guarantee that your wishes will indeed be followed, it will provide some peace of mind, and will aid your survivors no end.

Let's take our completed models first. The natural inclination is to have them donated to a museum. While fine in theory, there are number of issues here. The museum may already have enough models on display, they may not want to display models, or frankly, the models may not be up to the standards they prefer – how many times have you been to a museum and been disappointed by poor displays of very averagely-built models? Perhaps the best we can do here is acknowledge that our models are an impermanent object, and that your family and friends will keep some of their favourites as a keepsake.

Disposal of your unbuilt kits is somewhat easier, as these have a greater potential value. The question here is in letting your family know what to do. The first step is one you can take, and should do now – create an inventory of your stash. I personally have a simple Excel spreadsheet, showing the basic detail of the kit. There are more sophisticated database programmes available, either as generic programmes or more specific modelling-based ones.

There are a number of options for the actual disposal of the kits. If your family are so inclined, then there is always the online auction option. A safer bet might be one of the second-hand kit companies, such as Kingkit in the UK, or Rare-Plane Detectives in the US. They buy complete collections, rather than cherry-picking the best kits and leaving the less-desirable ones.

Another method is to utilize the

expertise of your buddies at your local modelling club. After all, who better to know the value of your collection, and what better motive than to honour a friend? Kits can be sorted and priced, or auctioned at a club meeting. If there's a show upcoming, perhaps a vendor table could be booked. Leftovers could be disposed of through the afore-mentioned second-hand dealers, or online auction, or even raffled off. This can be done because of the goodwill and friendship of your associates, which is of course, another advantage of belonging to a local club.

Finally, for IPMS/USA members, there is the option to donate to the organization. IPMS/USA may accept



Now this is a museum-quality model. RMS Titanic by Mick McFadden

gifts, collections of built or unbuilt models, supplies, reference libraries or other types of collections. Such gifts will be offered for sale to the membership and the monies derived there from will be placed in the national society treasury.

While this is not a pleasant topic to discuss, it is an important one. I've already inventoried my kits and am keeping my spreadsheet updated; my next task is to log all my books – now that's a task that may well last until I die!

SAM



Just part of my stash – I've over 300 kits waiting to be built

Shows USA

Sept. 6th, 2008

IPMS Reno High Rollers 9th Annual Model Contest

Desert Heights Elementary School, 13948 Mt. Bismark, Reno, NV
Presented by IPMS/ Reno High Rollers
<http://renohighrollers.com/index.html>

Sept. 6th, 2008

10th Annual Air Zoo Model Contest

6151 Portage Road, Portage, MI
Presented by IPMS/Kalamazoo Scale Modelers/IPMS West Michigan
www.ipmskalamazoo.org

Sept. 13th, 2008

ShoCon 08

2501 Wall Ave, Ogden, UT
Presented by IPMS/ Northern Utah Scale Modeler Association
Jim Sorensen 801 825-3882

Sept. 13th, 2008

OzCon 2008

Lakeview Community Clubhouse, 1001 MacArthur Road, Wichita, KS
Presented by IPMS/Emerald City Modelers
<http://members.cox.net/tcdowen/>

Sept. 13th, 2008

Gateway to the West Invitational & Swap Meet

Hitter's Choice Batting Cages, 534 Workman Rd, Eureka, MO. Presented by IPMS/Gateway Chapter
www.ipms-gateway.com/invite2008.htm

Sept. 13th, 2008

SuperCon 2008

Bob Duncan Community Center, 2800 S. Center Street, Arlington, TX
Presented by IPMS/Fort Worth Scale Modelers
www.fwsm.com

Sept. 20th, 2008

SVASMCN 24

VFW Post 6233, 3747 New Castle Road, West Middlesex, PA. Presented by IPMS/SVASM
Dennis DeMartini 724 981-6093

Sept. 20th, 2008

Evergreen Air & Space Museum Show and Contest 2008

Evergreen Air & Space Museum, 500 NE Michael King Smith Way, McMinnville, OR
Presented by IPMS/ Oregon Historical Modelers Society
www.geocities.com/oregonshow

Sept. 20th, 2008

PennCon 2008

Silver Spring Community Fire Brigade, 6471 Carlisle Pike, Mechanicsburg, PA
Presented by IPMS/Central Pennsylvania
www.cenpennipms.com/PennCon/PennCon2008.htm

Sept. 21st, 2008

ROCON 29

Radisson Inn, 175 Jefferson Rd, Rochester, NY
Presented by IPMS/Rochester
<http://www.ipmsrochester.org/>

Sept. 27th, 2008

IPMS Erie Scale Modelers Annual Contest

St. Francis Xavier Parish Center, 8880 West Main St, McKean, PA. Presented by IPMS/Erie Scale Modelers
Rick Carlson 814 860-7912

Sept. 27th, 2008

Austin Scale Model Show

Crockett Events Center, 10601 N Lamar, Austin, TX
Presented by IPMS/Austin Scale Modelers Society
<http://austinsms.org/contest.php>

Sept. 27th, 2008

Nordic-Con

North Aire Banquet Hall, 6831 Highway 65 NE, Minneapolis, MN
Presented by IPMS/Twin City Aero Historians
www.aerohistorians.org/

Sept. 27th, 2008

SoonerCon 2008

Moore Community Center, 301 S. Moore Ave, Moore, OK. Presented by IPMS/Metro Oklahoma City
www.flagshipmodels.com/metroOKC



Petlyakov Pe-8

Scale: 1/72

Kit No: 7264

Price: £17.99

Decal Options: 1

Status: New Tooling

Type: Injection Moulded Plastic

Parts: Plastic 276, Clear 29

Manufacturer: Zvezda

UK Importer: The Hobby Company

US Importer: Stevens International



The well laid out instruction sheets are clear and easy to follow



Decal placement and colour scheme are clear, but only called out in Model Master paints



Petlyakov Pe-8

Tony Gloster builds the new tooling from Zvezda

Contained within a remarkably robust and colourful box are seventeen sprues with three hundred and eleven parts, of which thirty are moulded in a soft, yet very clear plastic. All are crisply manufactured, with just a hint of flash here and there. As you may expect, all panel lines etc. are recessed, with raised detail on items such as canopy framing and undercarriage and some of the nicest sculptured figurines I have had the pleasure to come across in this scale. There are a number of spare parts, twenty-nine in all, as well as a large number of cut outs in both fuselage halves which relate to different versions of the Pe-8 not covered by this kit.

The instructions are printed in an A4-

format booklet of twelve pages, in Zvezda's normal style, with a multi-lingual introduction followed by a parts layout, then nine pages dedicated to the build, divided into no less than fifty-four sections and thirty-four sub-assemblies, all of which are clearly illustrated. The last page covers the exterior painting and decal placement. The decals themselves come on a very small sheet, and close inspection, unfortunately, reveals that the red to white register is slightly off.

Construction

The build starts with the four engines nacelles. The inner ones are divided into front – including engine covers, exhausts (which I left off until after painting), oil coolers and the front part of the undercarriage bay - and rear comprising

the rest of the wheel bay and the seven-part integral gun turret. This is well detailed and easy to put together, though once both parts of the nacelle are fitted to the underside of the wing there is a notable gap between them at the joint.

The wings themselves are built up from ten parts each, which includes the internal framing around the wheel bay area and the landing light in the leading edge. At section twenty two, Zvezda would have you fitting the undercarriage before the wings are added to the fuselage. This I considered a bad idea and left them off until the main assembly was completed.

Talking of the fuselage, here you are treated to a comprehensive internal fit of forty-two parts, a well detailed cockpit, bomb bay, and what I can only



Very little filler was required during the build, however one place requiring attention was around the outer engine nacelles



Though the exterior is nicely detailed the inner surfaces are plain, compared to AModel's kit seen here at top



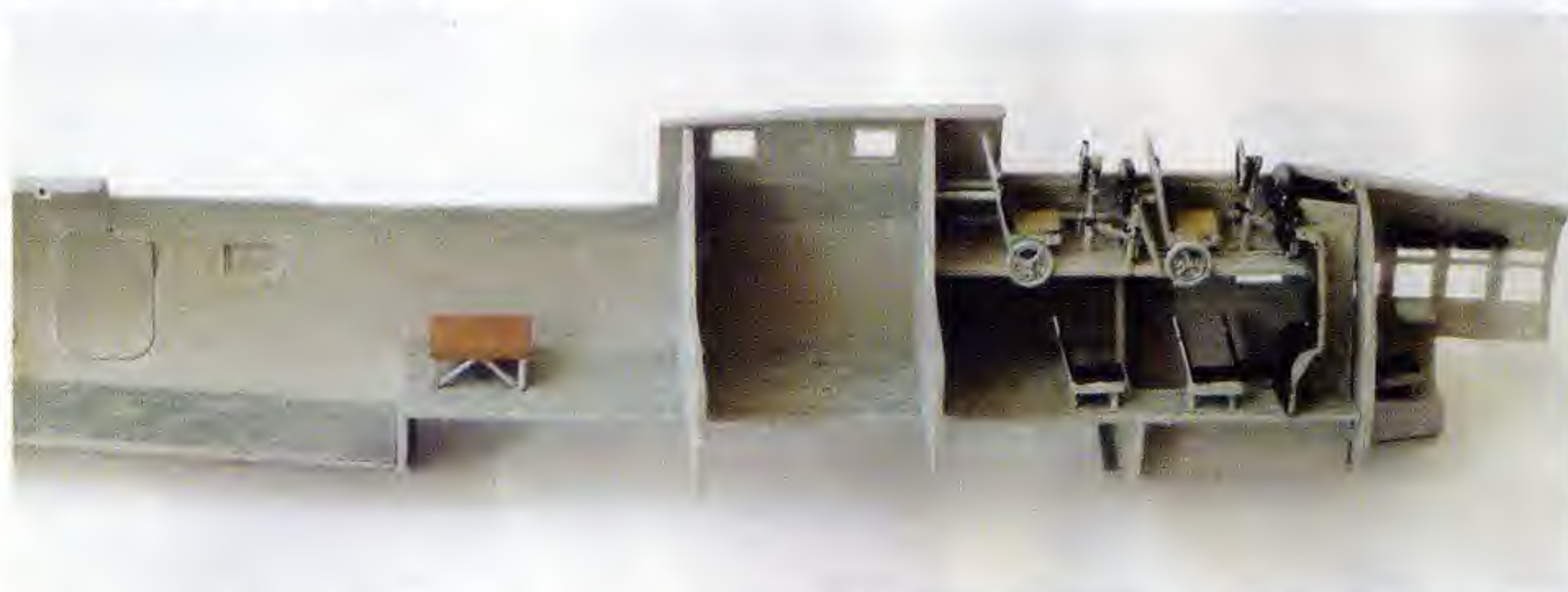
The inside of the wing around the wheel bay features the internal framing



The rear of the inner nacelles featured a turret, which Zvezda have replicated with great skill



Front and rear inner nacelle sections



The well appointed cockpit can be fitted with crew figures; note the blank inner wall surfaces



Unlike the rest of the kit, when the nacelles were fitted to the wing, some work was needed to fill the gaps



Wings are supported by two large spars, making alignment easy. The cockpit is covered by a good-sized canopy



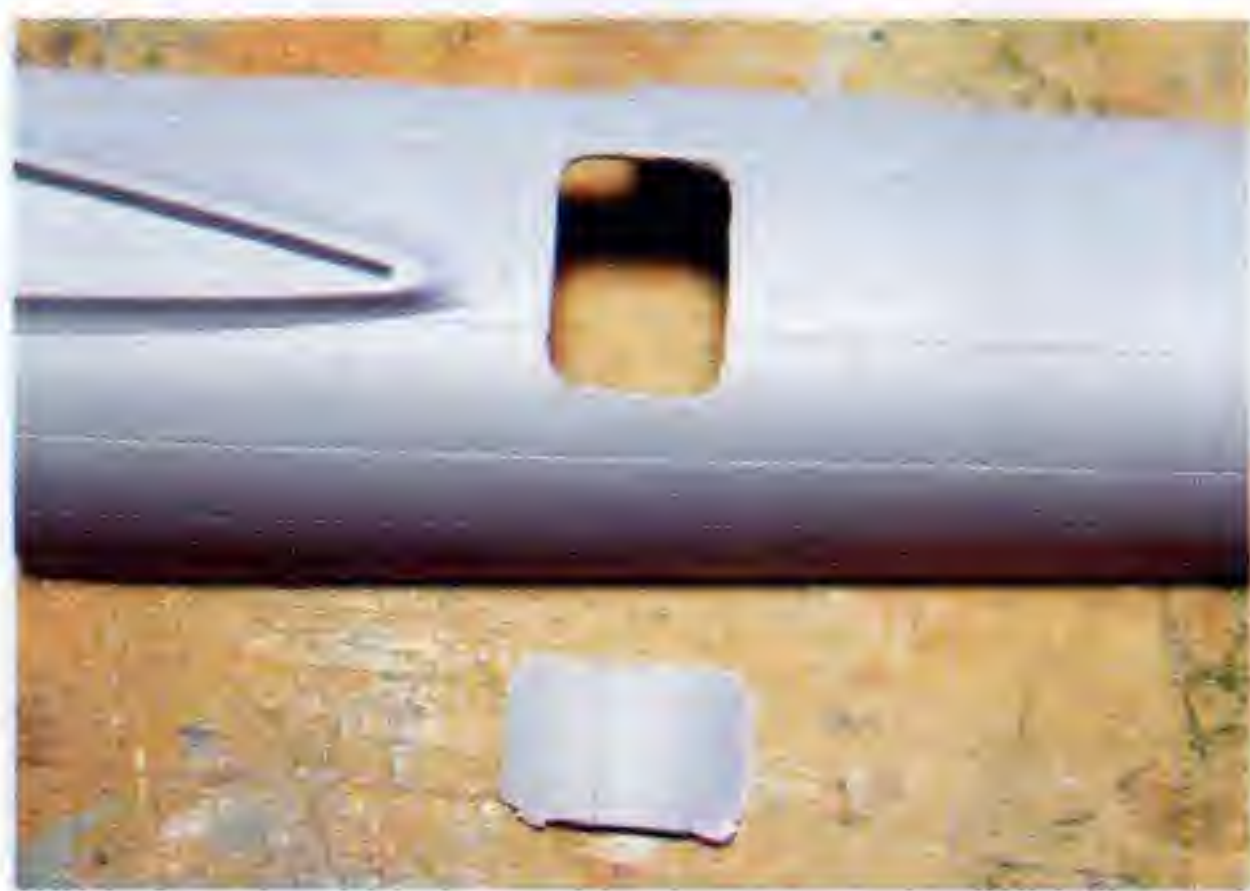
The turrets are really quite extraordinarily well produced

describe as quite superb front and rear turrets. Here the plastic parts are moulded exquisitely. One oversight is the lack of detailing on the fuselage internal sides, which strikes me as odd considering the quality of the rest of the fittings, and this absence is most noticeable around the cockpit, which has a large and clear canopy.

Here I must bring your attention to the clear plastic parts. They did not take to Klear at all, and it just rolled off, as water does on an oily surface. I did not find this a problem, as all glues worked well with the plastic, with no adverse effects.

The fuselage fitted together with little effort, as did the two-part tailplanes and wings at stages forty-nine to fifty-one. The kit is designed in such a way that allows the three turrets and their mountings to be fitted separately, thus avoiding any issues with paint and bits breaking off, as they are frequently wont to do.





The rear fuselage door, as well as two windows, needed to be cut out



Awaiting the first coat of paint. As you can see the turrets can be fitted after painting has been done



The separate front section painted and awaiting fitting to the fuselage

Colour Options

Disappointingly only one version is offered by Zvezda, for aircraft #42107 'Red 4' from the 746 Aviation Regiment, in February 1943. The upper surface is a three-tone finish of a brown, green and black, with the colour call outs being for Model Master only. The last two were not a problem, but the brown was, with the equivalent Humbrol colour being a very reddish shade (#186). However, AModel's Pe-8 has Humbrol reference colours on their instruction sheet, with the brown recommended being # 119 Matt Light Earth.

The decal sheet contains a set of stencils, the relevant individual aircraft markings and national markings, as well



If you wish to populate your Pe-8, Zvezda provide a good selection of the best plastic figures in 1/72 I have ever come across

The fit is good overall, so just about anyone can build it with minimal fuss and get a good result.

The only downsides I can see, are the lack of detail on the inner surface of the fuselage and the lack of choice in the decal department, but then again, at only £17.99 in the UK, these issues are no big deal. There are a number of spare parts, which would suggest the later radial-engined version will be released at some point, which is a good thing as I will at last have a machine to match with my Unicraft Biesnovat #5 rocket aircraft.

An enjoyable and unusual build, and highly recommended to all.

SAMI



as four instrument panels. The register is off in regards to the red to white, but apart from this the decals behaved themselves impeccably when added to the model.

Conclusion

Typically you wait years for an injection moulded Pe-8, then two turn up in the same year! AModel's late Pe-8 with

radial engines came first, and although a good kit, it was far from cheap. Zvezda's kit depicts an early version of the Soviet Union's only four-engined wartime bomber (the fifth AtsN-2 engine fitted in the fuselage of the first two prototypes was abandoned because of supply and technical problems in 1939) and I can report it is very good indeed, with nicely detailed parts - especially those turrets.

The highlight of the kit for me were the turrets. The transparencies did not need any Klear to improve their clarity





Fokker 100

Scale: 1/144 Kit No: 04246

Price: £7.99 Decal Options: 3

Panel Lines: Recessed

Type: Injection Moulded Plastic

Manufacturer: Revell AG

UK Importer: Revell UK

US Importer: Revell-Monogram



Milton's Schemes

Part Six: Fokker 100

by Peter Marshal



Accessories

ExtraTECH EX144009 1/144 Etched details for Fokker 100 - £7.40

www.extratech.cz

Decals

Some interesting sheets are available for the Fokker 100, including the following, currently listed on Hannants' website, where you can also find the correct paint for this, and other airliners in the Xtracolour range:

Airline Hobby Supplies #4050 1/144 Fokker 100 Inter Canadian C-FICP £5.75

Airline Hobby Supplies #4051 1/144 Fokker 100 Intair C-FICB £5.75

BOA #14413 1/144 Fokker 100 Slovak Airlines £4.99

BOA #14414 1/144 Fokker 100 Montenegro Airlines £4.99

FCM #44001 1/144 Fokker 100/Boeing 737-200 £5.25

FCM #44003 1/144 Fokker 100 TAM PT-WHK £5.25

Flightpath #44221 1/144 Fokker 100 Royal Brunei V8-RB4 £4.75

www.hannants.co.uk



Airliners huh? Haven't made one of them for years, but at least this one's not too big. In the box there are three white sprues and a small clear one, and the instruction sheet - fairly typical of Revell Germany, with clear line drawing steps, painting called out during construction where appropriate, and as usual, some of the colours (including the primary colour for the Helvetic example) are called out as mixtures. Fortunately Hannants do the correct shade, X370 'Helvetic Magenta' so I picked that up.

Construction

The plastics aren't too bad, there are a few ejector pin marks but not really where

you're going to see them, a bit of flash which was easily dealt with and a couple of bobbles on the plastic, notably on several of the engine halves, which again was easy enough to address with a bit of sanding. That said the overall fit of the engine parts leaves a little to be desired, as does the variation in thickness of the intake lips... but I'm getting ahead of myself, let's build!

Not having any cockpit detail means we're straight into joining the fuselage halves, fitting the horizontal tail, nose wheel well and 4g of nose weight in the process. Or we would be, but I felt a little effort was called for and glued some vaguely seat-shaped bits of plastic to a circular bulkhead cut from plastic card and glued in place just behind the cockpit windows. Then the fuselage halves were joined, and put to one side.

The instructions would have you next assemble and attach the engines, but I left them off at this stage and just attached the pylons.

Then it was the turn of the wings, and here was the only fit issue I had, in that the bottom part of the wing was way too thick to fit properly in the top part cutaway, so some considerable filing was done at the back end of the lower wing to get it to fit better. The flap actuator/tracks were attached but the wings left off at this stage to facilitate painting.

Painting

The leading edges of the wings and horizontal tail were done in black primer and then polished aluminium Alclad and masked prior to the main colours. The main fuselage was sprayed X370 Helvetic Magenta as discussed, and the wings in Light Gull Grey as I was doing a Phantom so it was in the brush and it looked close enough to the pictures I had to hand. Once that was dry and the masking removed it was decal time!

As I said, it's a pretty impressive decal sheet. Not only do you get lots of stencils but you also get additional letters and/or registration codes to enable you to do a variety of aircraft in a fleet. For instance, in the case of Helvetic, you can do from HB-JVA to HB-JVJ and you have a similar amount of choice with the other two airlines.

A couple of problems cropped up during decalling. On the left front, I was fitting the Helvetic title with reference to the pictures I have and the way the decal fitted looked wrong, it was too far forward. Then I realised that the Helvetic aircraft (at least) shouldn't have the first 3 windows as moulded on the left side - and shown on the instructions - but I had already painted, so that was a bit of a pain. I chose to put the decal in the right place and fill the three extra windows with 'Glue 'n' Glaze,' which I've found quite useful for a few filling jobs recently, and brush paint paint over them.

The other issue was that the walkway markings don't line up the way they're

shown so mine are a bit bendy, and there are lots and lots of little ones to apply.

Finishing

I had been supplied with ExtraTECH etched brass set EX14409. This added nice detail to the wheel hubs and nose wheel bay and gave the option of opening the thrust reversers. Interestingly they only supply enough actuators for one engine so some fine wire was used for the other side. I didn't have any references for these bits and the instructions are quite small so if they're not perfect I wouldn't be surprised, but they add a bit of interest.



The engines and wings were attached and the undercarriage, tarted up a bit with the brass, glued in place. Don't look too closely as I fitted the main gear rather wrongly and don't really know how - been breathing too much Alclad recently maybe? When I noticed I did consider relocating the legs but I had used too much superglue and they're staying where they are! Then it was just a matter of squeezing the main windscreen into place and trying to get miniscule brass windscreen wipers in front of it, filling the window spaces with Glue 'n' Glaze and fitting the clear light parts (again with Glue 'n' Glaze) and we're done!

All in all a nice kit, with some striking schemes, and a decent brass set that made a noticeable difference to the end result and an enjoyable and largely stress free build.

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XII. Makettshow

Mosonmagyaróvár, Hungary, April 12th – 13th 2008

I want to let you in on a seemingly well kept good secret. Together with E-day in Prague, this show is one of the most important scale modelling events in Eastern Europe. It's a two day event, usually held early in April. The location is the small lovely bordertown of Mosonmagyaróvár in West Hungary, near Austria (Vienna is only about 50 kms away) and Slovakia. This central location in the heart of Europe, together with the excellent organisation of MMK (Model Club of this town) make this show a red letter day for modellers from all over Europe. There were even visitors from as far as Scotland, Sweden, Spain and Bulgaria, making this an event with a lot of languages and gestures. The reason is quickly found on the contest tables with really a lot of beautiful models. It rivals in this area - in my humble opinion - dare I say it - Telford.

All vendors were placed in one of the two buildings being used by the West-



'Beaver on the Blackwater' - 1/48 DHC-2 Beaver from Hobbycraft in a lovely diorama, built by Szabó Ákos from Hungary - it took away Gold in the F37 (aircraft diorama) category



All resin kit - 1/72 Spitfire F Mk IX from CMR



1/48 F-51D Mustang build by Kovács János from Budapest, Hungary – taking away Gold in category F5 (propeller aircraft 1/48)



Very impressive 1/48 scale Curtiss P-40B Tomahawk built by Aris Polyzos from Athens, Greece

Hungarian University, Faculty of Agricultural and Food Sciences. Several classrooms were filled with vendors and kits and the hallways were crowded with many (Czech) manufacturers. Prices were very reasonable. I couldn't resist buying a brand new released Hawker Hind 'in camouflage' from AZ Models, from Mr Petr Muzikant himself. Two months before the model hit UK model hobby shops! Ah, the sweet sensation of being (one of) the first...

The contest took place in the main building. I guess well over a 1,000 models were entered, many of them were magnificent pieces of craftsmanship. There was a nice balance between aircraft and armour - and there was a nice balance between 1/72 and 1/48 aircraft. Other scales were rather the exception.



There were several Corsairs to be admired in this contest, this big-scale Academy model kit being one of them

A sweet surprise was the discovery of the junior category tables, numbering approximately 100 models. I have never seen such a huge number of junior models in one contest. The future of scale modelling is safe in Eastern Europe. The only downside was the

sheer number of models present, it was impossible to take pictures of all of them in the small time frame I had. It was overkill, although this makes a good excuse to visit the show next year on both days.

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To make a date in your diary for next year's superb event keep an eye on the club website at www.makettklub.hu

Editor's Note: William's previous report from the Flanders Show in SAMI Vol 14 issue 6 was erroneously attributed to Mr. Jens Brandal. Apologies to both parties for this editorial oversight.



I simply loved this small 1/72 civil registered(!) Yak 17V from AModel in a beautiful colour scheme



1/72 scale Tamiya P-47D Little Chief built by Jiri Scucka from the Czech republic



Bronze medal winner 1/48 Gruman TBF-1 Avenger, built by Szabó Ákos from Hungary



La France Libre - a silver medal winner - 1/72 Douglas A-20G Havoc from MPM built by Libor Jekl from the Czech Republic



Something unusual - 1/72 scale Yugoslavian Air Force Dornier Do 22 from Aviation Usk



1/48 Bulgarian Air Force Avia B-534 from Eduard



Wings folded - 1/72 Seafire Mk XV from CMR built by Libor Jekl from the Czech Republic



Neatly presented split-up Grumman F4F-3S Wildcatfish in 1/72



Great weathering on this Tamiya 1/72 RNZAF Vought F4U-1 Corsair



Awesome 1/72 (that's right!) Hawker Hurricane Mk IIc from Academy built by Martin Vochov from the Czech republic (again)



My favorite – an abandoned Hungarian Air Force Regianne Re-2000 in 1/48 built by Hatos Róbert from Slovakia – silver medal winner



Gold was shared in the F7 category, between this Bell P-39 Aircobra in 1/48, built by Megas Tsonos from Athens, Greece, and an Albatros D.Va



A very rare model was this 1/48 scale Iskra in attractive Polish Air Force markings



Another highly original diorama - 1/48 Sea Hurricane built by Krzysztof Barcz – taking away a shared Gold medal in the F37 category (aircraft diorama)



A magnificent 1/72 Sukhoi Su-24M built by Tóth Gábor from Hungary



1/48 Canberra T.17 from Classic Airframes



A 1/72 MiG-21UMD in unusual and highly attractive Croatian Air Force colours, winning a gold medal for builder Vaclav Hochmuth from Slovakia



1/48 airfield diorama with 2 Fw 190A-8s by Maciek Zywczyk from Poland



Passed over for Me 262s in reality a long time ago, and now in the contest again was this sole 1/48 Heinkel He 280 V2 – quite interesting

Polish Wings 7 PWS 14/16/16 bis/26, PWS 18 (Avro 621)

BOOK OF THE MONTH

This book is a real find – there are books that are essential because the modeller has embarked upon a project and needs reference, and then there are books that are essential because the modeller has somehow happened upon them and been drawn in to the extent that now the immediate purchase of a whole pile of kits, decals and accessories to model the subject of this happy accident – in this instance pre-war Polish trainers – is a matter of the utmost importance. Kicking myself for not staking an editorial claim to that Wyzel now Hub!

The book describes the development and operational use of the major advanced trainers employed by the Polish Air Force prior to the Second World War, and is laid out in chapters according to type, with a mass of excellent black and white photography interspersed, and sometimes overlaid, with beautifully executed colour profile artwork.

Of interest to UK modellers, of



TECHNICAL DATA

Author: Bartłomiej Belcarz and Tomasz J. Kopanski
ISBN: 978 83 89450 73 9
Publisher: Mushroom
Format: Softback 48pp

Broplan and Choroszy spring to mind, and both ranges are imported into the UK by Aeroclub. Off you go then...

GH

SAMI



USN-USMC Collection No. 1

USN - USMC COLLECTION No.1



Cat. No. 1010

Aero Research Co.

CD-ROM

USN-USMC Collection No. 1

Cat. No. 1010

Aero Research Co.

This latest CD collection from Aero Research has to be the best yet, with something like 170 images pooled together to present an eclectic overview of the US Navy and Marines aircraft in the post-war and modern period. Entirely in colour, it's the inclusion of trainers and liaison aircraft that give this disc its real appeal, and while the big jets may be nice, and they are certainly well represented here, there is something about the T-28 Trojan in red and white, or the ugly duckling that is the Buckeye that really makes one want to build a model in the biggest scale possible. Which is pretty much what these CDs are about – inspiration, and information once inspired. Nice one.

JT

SAMI

course, is the use of the PWS 18, which was a licence-built version of the Avro Tutor. This aside, the book is fascinating in its own right, and will serve as an introduction, and an advanced course on the subject rolled into one.

Of course, having read the book – it's entirely in English in case you were wondering – and acquired a taste for the subject, you will need some kits.



Bristol Fighter F.2B in Detail

This is possibly one of the most comprehensive and in-depth walk-arounds you could hope to find. No stone is left unturned – and most of the fabric peeled off for a look inside – and the lavish quality of the colour illustrations throughout impart a mass of detail and information. The photography, in fact, is so good that it will of benefit to the general modeller looking to produce biplanes, as generic wood and varnish finishes are shown beautifully in both artificial light and daylight, enabling some important decisions on painting

TECHNICAL DATA

Author: Petr Dousek, Frantisek Koran, Michal Ovcacik, Andrew Simpson and Martin Velek
ISBN: 80 86416 69 4
Publisher: Wings and Wheels
Format: Softback 45pp



and finishing to be made.

If I have one complaint it's the shape – which is square, and conforms to no part of my bookshelves, but if you don't suffer from this particular weird obsessive need to have all your books the same size, this book is a perfect work of photographic reference.

GH

SAMI

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Hayes receives a selection of paints from the new Revell Aqua Color range.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.



Fun with the Hun

LETTER OF THE MONTH

Peter Marshall's build of the Trumpeter F-100 Super Sabre has resulted in an impressive model which gave me a fit of nostalgia and memories from my youth of the real things flying around East Anglia and Oxfordshire.

There are a couple of points that I hope may be of help for anyone using Peter's article as a guide for their own build. The 'missing' panel detail from the starboard rear fuselage isn't really missing, it just isn't there. The braking parachute was housed below the rear fuselage but its cable was attached to the airframe at the base of the fin. The cable was stowed behind a series of hinged, spring loaded 'finger' panels that ran from the parachute bay around and up the port fuselage to the attachment point; it is this detail that is accurately represented on just the one fuselage half by Trumpeter.



The caption to the picture of the tailplanes expresses disappointment that the 'control surfaces' are not separate, but there were no separate parts to the

tailplanes, they were, in fact, all-moving slab surfaces. It is unfortunate that Trumpeter moulds them with a tab rather than a round spigot so that they could be easily posed in the up or down positions, which is how they were frequently to be seen when the 'Sleds' were parked.

Malcolm Hayes
Warwickshire



Desert Lysander

After reading your review of the Revell kit of the Lysander in the March issue I could not resist sending you a few pictures of my build of the Matchbox kit – which as you noted has a few problems. I built this one quite a few years ago, and I

enjoyed every minute of it, although it was a bit of a cow of a kit. The model is finished as a Mk II of the Free French Air Force, with General LeClerc's Saharan forces in 1941-42.

Despite the problems encountered whilst building the model of this

beautiful aircraft, I am glad having it in my collection.

Pieter Stroethoff
Cromer

Spiller Time

I have been following the discussions about visits by German Bf 108s to the UK in the years before the Second World War with great interest, and was particularly impressed with Ivor Ramsden's photographs in the last issue. Please find attached a photo of another Bf 108, which has something of a mystery to it.

This particular example was photographed at the newly opened Central Scotland Airport, Grangemouth, in the Summer of 1939. It was flown by Captain Eberhard Spiller, an Air Attache at the German Embassy in London. Apparently Spiller and his wife were prone to taking 'holidays' flying around the country and staying overnight at various airfields! Spiller would achieve a degree of notoriety after the outbreak of the war, when he transferred to Norway and was killed during the German



invasion while leading a column trying to capture the Norwegian Royal Family.

The problem is the markings on the aircraft. It looks like it could be D-IHGW, or possibly D-AHGW. The trouble is I can't trace this registration. It isn't one of the aircraft on the strength of the Embassy, nor can I find either of them in any lists of pre-war German registrations. In fact D-IHGW is a Cessna Citation, and I can't find any record of

D-AHGW ever being used. I wonder if it could be a *Luftdienst* aircraft modified for Spiller's clandestine activities and carrying a spurious registration? Also, any opinion on colours, blue perhaps? I'd be very interested in any opinions or comments on this mystery German spy-plane!

John Walker
Falkirk

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Limited. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

Beauty and the Beast

The preamble to Daniel Smith's fine conversion article in the June 2008 *SAM* raises a question which I suspect all of us who model military aircraft encounter. They are all in essence 'killing machines', even recce aircraft aiding that killing. There are various arguments to set against the implicit accusation of in some way glorifying or at least celebrating war. After all, we would all no doubt agree that 'better is peace than ever war'.

Daniel himself leans on the argument from aesthetics: 'I see beauty first and reason for being second'. There is beauty in these artifacts of war, even in the most aggressively functional, such as the A-10. But form follows function and the function is killing or damaging materiel, usually with 'collateral damage.'

There is the argument for commemoration, which I and no doubt others use. I am pleased to have produced, with substantial effort, an F-5B and a Tempest, putting in solid form my admiration for, respectively, Antoine de Saint Exupery and Pierre Clostermann, and my recent build of an F-89 had in it an element of that: a Cold War could have become hot and the pilots of the Scorpions, and their counterparts in Britain and the USSR, by holding the line, forestalled that fatal outcome. We not agree with the causes but we cannot gainsay courage, skill and fortitude.



There is inevitably an element of 'boys' toys' in this modelling game, in two senses. The affinity so many of us males have for reproducing things in miniature; and the fact that planes can be very exciting. As I write this, on holiday in Scotland, two Tornados have repeatedly made low passes over the house: and that's exciting! Sorry to those I offend, but airliners don't do it for me, just as steam has it over diesel in railway modelling for many (*Boo! hiss! – Editor*). Not an argument but a fact. As a modelling exercise, warplanes are often more fun!

Personally, I can muse about it and intellectualise it, but am still left with the fact that since I was a small boy, military aircraft have fascinated me. That fascination was not affected by learning about the horrors that all this ingenuity and beauty could produce. Perhaps that is just one more of the many paradoxes that humans live with. But then again, as a wise companion has just said to me: would it still be as fascinating if you were on the receiving end of those bombs?

Tony Grand
via email

Évidemment!

I enjoy your magazine as it is one of the best in the market here in Australia. I enjoyed your article on the Dassault Super Etendard featured on Vol 14 Issue 3, March 2008. However, on page 232, top, the caption for the Argentine Super Etendard 3-A-202 should say '2a Escuadrilla de Caza y Ataque, 3a Escuadra Aeronaval, Aviación Naval Argentina.'

The text depicted in the caption looks more French to me (Argentines speak



Spanish).
Juan Contreras
Sydney, Australia

Marauder Mistakes

I realise that you have limited space for Modellers Profile, but I would hope that Jack Trent would have carried out a little more depth of research into the Martin B-26 Marauder. The 22nd Bomb Group did not take part in the Battle of the Coral Sea, and only two B-26s of the 22nd Bomb Group and two of the 69th Bomb Squadron took part in the Battle of Midway.

The B-26A was not a chief mark of this aircraft, the first production batch of B-26-MA's being more important. The B-26As were operated by the Royal Air Force not only as Marauder Mk 1s, but also as Mk 1As.

The next significant model was as you wrote the B-26B-10-MA which featured an increased wing area and vertical

stabiliser. There was no such model as the CB-26B - all Marine B-26s used the designation JM-1s and JM-2s. The first unit to operate in the Mediterranean Theatre of Operations was the 319th Bomb Group not the 320th, doing so on 28th November 1942. B-26's of 8th AAF did not fly their first mission until 14th May 1943 with a low level mission to Ijmuiden, Holland.

Lastly on your profile page, No B-26B-50-MA ever had spinners on the propellers. On page 652 the tail turret is completely wrong for FK375. I do not think your artist has really studied the B-26 profile since all those illustrated look little like the correct shape of the B-26.

Trevor Allen
via email

Foreign Fields

I have been subscribing for a number of years. I can say with absolute certainty that I have enjoyed every issue and particularly enjoyed all the subject matter on the TSR.2 in both *SAM* publications.

On the occasion of my renewing my subscription I have attached a couple of ancient pictures from my dear old dad's time in India and with 215 Squadron. I think the one with the Paras would be an interesting diorama, I can't tell you anything about the circumstances or the



timeframe other than it was probably around 1943. The Wimpys probably made a good backdrop for the lads to pose in front of, so no real story there!

Keep up the good work on a thoroughly enjoyable publication and don't take the nit pickers to heart, some people just live to point out minor things to make themselves feel better.

Bob Healy
Gainesville, VA, USA

Medway Modelling Club 25th Anniversary

The Medway Modelling Club celebrates its 25th anniversary this year, 2008. The club is staging a number of events throughout the year to commemorate this milestone achievement. Each club night as the year goes on will have some link to the past years of the club. One example, bring along the model you made twenty-five years ago or your earliest build that survives. A second is an exhibition of photographs taken at the many events the club has attended and supported throughout its life.

Being around for so long we have had a fluid membership level. They come and go after a few years, mostly through work related moves. (Sadly some pass on to the great modelling club in the Hereafter where I am sure they still read the



magazines just to keep in touch). Hence all past members are invited to get back in touch either by attending a club night this year (still the first Tuesday of the month at 'The Stand') email brigademodels@btopenworld.com or why not attend the club's anniversary model exhibition which is taking place on the 5th and 6th of September at the Royal Engineers Museum, Gillingham, Kent.

We hope to meet some old faces – and of course some new ones as well...

Kevin Nunn
President Medway Modelling Club

Big Bombers

Good to see the excellent 1/144 Fujimi B-29 mentioned (Vol 14 Issue 7). This has been released in a number of versions including *Enola Gay* – look for the *Dauntless Doty* boxing – and the kit contains replicas of both Fat man and Little boy.

I note that whilst it's not mentioned in the text, your reviewer has obviously discovered that the only bad bits of this moulding are the completely blank engine faces, conversely the only usable bits from the old Minicraft model are the quite nice engines, although the decals aren't bad either.

I have three of these to build and was faced with having to adapt 12 engine/cowling combinations thus, with serious consequences for my sanity! I have however discovered that the German Company 'Flying Fish' now do a set of replacement resin cowlings complete with detailed engine fronts –



project back on again!

In the UK these are imported by Martlesham Models (www.martlesham-models.com) whose service proved to be next day – there is an extensive range of other 1/144 accessories too.

I also believe that the *Enola Gay* (at the time of the raid at least) had cuffed props – mine are coming from a Cobra Company update set intended for the KC-97.

Hope this is of interest

Mike Verier
via email

■ Questions to Contributors

If you have a question or query you wish to raise with any of the contributors to this magazine, they should be made IN WRITING to the SAM Publications address. Neither the Editor nor any of the contributors are at SAM Publications on a daily basis and the Editor asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at SAM Publications do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. Thank you.

■ Samples for Review

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A line-up of 1/144 aircraft at the Duxford MAFVA event

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